The Commercial Car Journal

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Three Factors Contribute to Industry's Progress

Flat Rates, Better Sales Methods and Standardization

By Albert G. Metz

BECAUSE the motor truck industry may not appear to be as spectacular in its progress year in and year out as the passenger car business, many individuals directly connected with the industry fail to appreciate some of the basic developments which are taking place within the industry and which are all contributing to its progress.

If questioned as to the progress made during the past twelve months, many salesmen, dealers and manufacturers would say that the truck business is much better and the outlook was most encouraging. Local conditions would of course qualify these answers somewhat.

Such an answer would not indicate anything except the fact that the general business of the country was better and consequently the truck business is better because every truck manufacturer and retailer knows that as general business conditions improve the truck business moves along with it. The general prosperity of the country is usually reflected in the prosperity of the truck business.

But—what are the basic or fundamental improvements which will be helpful to the industry at large? What is going on within the industry which will be helpful to the industry itself as well as the operators and users of its product?

Three things stand out prominently, namely: Flat Rates, Better Selling Methods and Standardization.

Like all projects of great magnitude, it takes time to consummate the job, therefore any criticism that might be implied concerning the delay which may be apparent on the surface, especially by those who are not doing their share of the work, indicates merely a lack of understanding or indisposition to help.

Flat Rates: Much has been written about this subject in the truck business for many years, but only during the past six months has there been shown a general disposition on the part of truck manufacturers to give this matter serious consideration. Practically all of the larger manufacturers are now studying the subject, especially those who are exclusive truck builders. Contrary to the opinion which prevailed only a few years ago that flat rates would never be popular on truck work—the facts in the matter are that today many shops wish they had definite flat rate figures to work from.

Competition in the passenger car business has been responsible for the general acceptance of flat rates and the same thing is now making itself felt in truck and bus work. But it's a tremendous job and the information cannot be accumulated over night. But it's being done and the flate rate idea will grow in popularity as time goes on. The most interesting thing about it all is that the movement has been definitely started in many quarters where the idea was formerly given no consideration.

Better Sales Methods: The readers of COMMERCIAL CAR JOURNAL will undoubtedly remember the series of articles which we published over a year ago in which we pointed out from many angles the reasons why the truck industry must sell its product on a more definite policy. This publication has repeatedly called attention to the folly of selling trucks on a basis which cannot but undermine the financial standing of the industry in the eyes of the banks.

The recent announcement of one of the leading truck manufacturers "that no truck or bus will be sold without a down payment of at least 25 per cent of the purchase price in cash or with eighteen months to pay the balance, unless a buyer has an established business on a sound credit rating" will unquestionably do much to give other manufacturers confidence in carrying out any plan which they may adopt of a similar nature. There are of course well known concerns building both passenger cars and trucks which have long ago established definite policies concerning terms and discounts. The determination of those concerns to stick to their policies has won for them no little amount of admiration. The determination of all manufacturers to take the bull by the horns in this respect, will mean much to the truck industry. Undoubtedly the beginning of more sound selling methods in the truck industry is under way and we confidently believe that within a very short time no more criticism regarding this subject will be necessary.

Standardization: Occasionally throughout the past twelve months there has appeared in these columns brief information concerning the work which is being done by one organization in the industry in reference to "standardizing the boundary specifications" of principal units of motor trucks to allow for interchangeability of units and more economical manufacture.

Contrary to the opinion held by some this organization is not conducted for the benefit of any group of manufacturers but for the benefit of the whole industry. Resolutions unanimously adopted at a recent meeting indicate that "the purpose of the organization is to promote the best interests of the

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How *shall I* Distribute *my Advertising* Appropriation?

Shall I Spend Most of It
(1)—In Newspapers, or
(2)—Direct Mail, or
(3)—Advertising Stunts?

A Dealer Problem

Read what a group of successful commercial car dealers say on this subject.

WHAT'S the best way for the commercial car dealer to spend his advertising appropriation? Should he spend nearly all of his money in the local newspapers? Or should he spread his advertising over various other mediums?

This question was put recently to a number of highly successful commercial car dealers and from them some extremely interesting and worthwhile information was secured which will, no doubt, be of interest and value to other dealers.

Here are some of the most important things said in favor of the proposition of spending most of the appropriation in the newspapers:

"I consider my newspaper advertising from two angles," said an enterprising western dealer. "First, I look at it as a **distinct and immediate builder of business.** I either make a few immediate sales or I get in touch with some live prospects to whom I later make sales. Second, I look at my newspaper advertising as a prestige-builder which will, eventually, mean a lot more business for me.

"Now days the retailers and dealers who have the best standing in the community are, for the most part, those who advertise in the local papers. Look at your own town and you'll see that this is the case. Just at random name the ten outstanding automobile agencies and retail stores in your city. Then see whether or not they are not extensive advertisers in the local papers. I'll be willing to bet that in practically every case you find that they are advertisers.

"Consequently when I use newspaper advertising I mark my establishment as one of the local leaders and as folks always like to deal with the leaders, as a general thing, this means a lot to me in building more business all the time.

"Yes, I'm strong for spending almost all my advertising appropriation in the local newspapers."

Another successful commercial car dealer talked in favor of spending most of the advertising appropriation in the local newspapers in this way:

Public Expectancy

"So many advertising propositions which look good are, really, only freak stunts that don't get anywhere. I've tried a lot of stunts in my time and I haven't been able to find where they got me any business or did me any good at all.

"But newspaper advertising is different. It is an established, looked-for proposititon now days. For a dealer to advertise is for the dealer to simply do what the public expects of him. And as I find that it is always good business to do what the public expects, to a large extent, rather than simply doing freakish, unusual and perhaps silly things, I spend most of my advertising appropriation in the newspapers."

In the case of another live wire dealer, his reasons for using newspapers were given in this way:

"Newspaper advertising is quick, easy and result-getting. Other forms of advertising—such as direct mail, for instance—call for a lot of time and effort. Also, when considered on the basis of people reached, I find that newspaper advertising is by far cheaper than any other medium I've ever run across.

"Just on these points alone, it is much more profitable for me to use newspaper advertising than to use any other mediums."

So much for the principal things said in favor of spending most of the advertising appropriation in the newspapers.

And now for a consideration of some of the most vital things said in favor of spreading the appropriation over various mediums.

"Newspaper advertising is all right as far as it goes," declared a commercial car dealer who is quite a student of his business, "but it doesn't go far enough, to my way of thinking. To get any results from newspaper advertising I've got to keep everlastingly at it from

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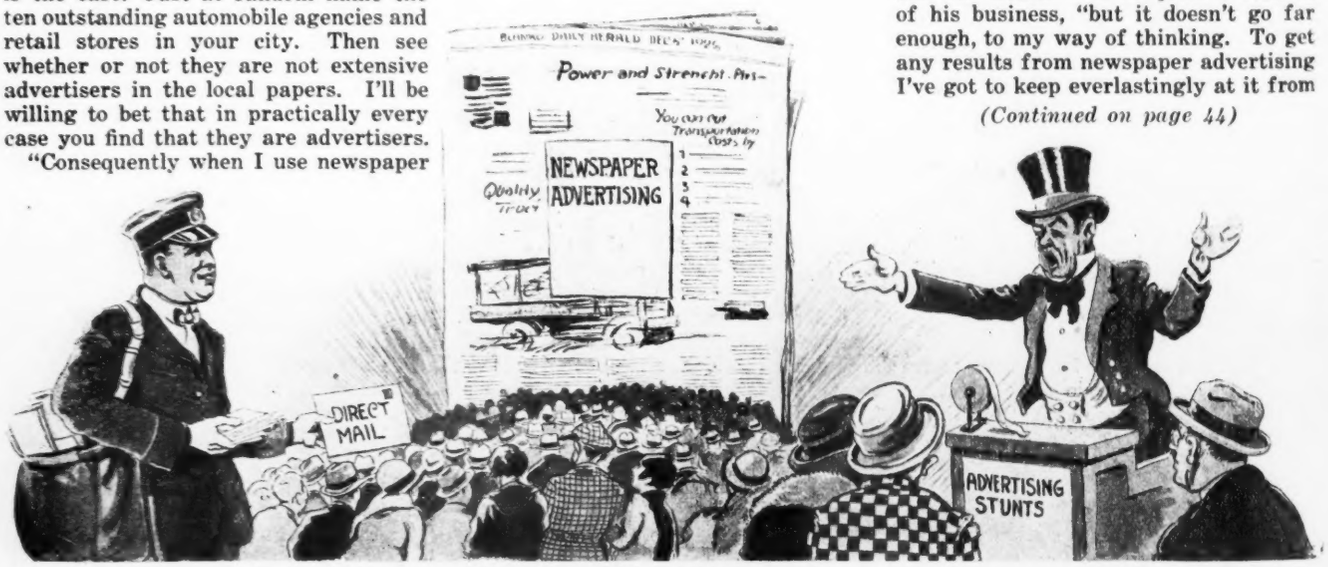

Which form of advertising shall receive the bulk of my appropriation?

Long Distance Moving Business FERTILE SALES FIELD

The motor van in this service is still in its infancy. Up to 300 miles, motor van shipments are faster and cheaper

By H. F. Utley

HOW motor trucks are speeding up transportation all over the country was vividly demonstrated in Chicago recently when 100 families migrated to that city from Columbus, Ohio, in the biggest and quickest moving feat in history.

The heads of these 100 families are employed by the Pure Oil Company. For business reasons officials saw fit to move the company's executive offices to Chicago from the Ohio capital. Both speed and economy in transferring employees and their household goods were desirable. So it was decided to utilize motor trucks for the 380-mile trip.

Except for about 15 miles the road is paved. Motor vans were provided by Werner Bros. Storage Co., the largest organization of its kind in Chicago, and people and household goods of these 100 families were transported to their new homes in and around Chicago in 50 hours! The caravan was reminiscent of the trans-continental "covered wagons" of pioneer days.

According to Martin H. Kennelly, president of the Werner Company, who directed the record transfer, there was no "hitch" in the proceedings and all goods arrived safely without accident. More than 40 large motor vans were constantly on the road.

Comparative Motor Van and Rail Costs

From	To	Miles	Average Cost For Motor Transfer	Average Cost by Rail (Including Local Hauling and Packing)
Chicago	Kenosha, Wis.	58	$ 55.20	$204.50
Chicago	Niles, Mich.	101	83.25	207.75
Chicago	Decatur, Ill.	223	162.45	214.25
Chicago	Henderson, Ky.	335	235.25	223.25
Chicago	Youngstown, O.	426	294.40	227.00

Figures prepared by Martin H. Kennelly, president of Werner Bros., Chicago, showing what it costs to move an average family by either motor or rail service.

The Werner Company is one of the pioneer long distance motor hauling concerns in the country. While the recent moving feat was the greatest it has ever completed, because of the speed in which it was accomplished and the number of families moved it has made several longer trips with household goods from Chicago, among them being hauls to Buffalo, N. Y., Pittsburgh, Pa., and Windsor, Ontario.

But while storage and transfer companies are doing a large volume of long distance moving business, it is not through their efforts entirely that this phase of transportation has developed but through the insistent demand of the public who wish to take advantage of the ever increasing mileage of the concrete highways.

Storage companies, as a rule, profit just as much if not more by packing household goods for rail shipment and trucking it locally to freight stations. On long hauls this is still the most economical method, but on shorter moves, up to 300 miles, motor van shipment is both faster and cheaper.

Kennelly is General Chairman of the Inter-City Removals Bureau of the National Furniture Warehousemen's Association. This bureau is at present working out a plan to make long hauls at lower cost than at present..

To accomplish this the bureau plans to establish a sort of "clearing house" to provide loads in both directions for its members. This plan is already in effect in Chicago but the bureau plans to broaden the service in the future and increase the radius of hauls. Daily bulletins could be sent to members to show loads offered from origin to destination.

In this way a Detroit warehouse man, for instance, who has a trip scheduled to Chicago, would consult the bulletin and if a return load to Detroit was offered

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Werner Bros. moved 100 families 380 miles in fifty hours. Forty vans were used

How Would YOU Sell a Fleet to This Man?

The Problem

- *(a) A haulage contractor*
- *(b) Established for ten years*
- *(c) Works 18 hours a day*
- *(d) Ten-year-old fleet*
- *(e) Ascending maintenance costs*

Too often the operator gets too close to his business to note the defects so obvious to disinterested onlookers

THESE MEN NEED HELP *and* DEALERS CAN RENDER IT

THERE is a haulage contractor who has made a little more than a good living out of his business during the past ten years. He is still doing it but it is costing him eighteen hours a day of his own time and he is getting tired. He has a nice new country home that he rarely sees because his office keeps him busy.

Of course there is something the matter with his business, and the key to the situation lies in the one word maintenance. He has to work night and day to make his money because the profits leak away as fast as they are made.

The first thing to be discovered was that all his vehicles are ten-year-old trucks no longer manufactured, and then that they cost $12,000 for maintenance last year. All this maintenance work has been done by two mechanics but two more have just been engaged for night work.

If the annual average is maintained for the next twelve months the additional help will raise the maintenance cost to $15,000 or more, or an average of $30 a week per truck.

Here is a haulage expert—and it is because there are many like him that this article is written—who is not an engineer and knows nothing of the proper cost of operation. What is he to do? As he has no records, no analysis of the time lost off the road by his present vehicles is possible and so no definite estimate can be made as to the number of good vehicles that would do the work of his ten rattle-traps.

But one thing is certain, he must get rid of his present equipment. He can trade it in against new trucks. Probably eight new vehicles would be sufficient, and these would cost say $4500 each, or a total of $36,000.

And the Fleet is New

His allowance on the old vehicles, will probably, but should not, average $200 or $1600 altogether. His first payment therefore will possibly be around $6400 and his instalment total $2000 a month. As his fleet, however, will require little or no repair work during the first 12 months, and as the truck dealer or branch will look after the servicing for that time, the maintenance figure of $15,000 should be practically all saved, as well as a substantial proportion of the operating cost. This means that after writing off the $1250 a month maintenance saving, the extra cost of the new trucks is only $750 a month.

What does he get for this expenditure? In the first place he has new reliable trucks that will not lose him good will or cost him money by breaking down at roadside. He will have

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It's all in the presentation

The House *That* Service *Built*

Maintenance Merchandising the Mainstay of This Business

By H. Lionel Williams

A DEALER with a properly equipped shop can sell maintenance cheaper than the truck user can provide his own. That is the conclusion on which the thriving repair business of Chas. J. Dempsey, Inc., Chicago Ford dealers is based. This service business in turn is responsible for the growth of the new vehicle business and the management draws a profit from both ends.

Admittedly there is nothing new in this. Most dealers know that a properly operated service department will bring customers to the sales department, but how many of them operate the service shops at a profit? In the case of Dempsey's, however, the service department is organized on sound business lines. Fluctuation of production is confined to narrow limits; they do not have a hundred jobs in the shop one day and only twenty the next. **Service is sold in the same way that new vehicles are sold, and as intensively.**

Every salesman is epected to sell the service, and any buyer that does not take advantage of it within ninety days receives a personal call from the service manager. **It is the service manager who calls on fleet owners and on owners of single vehicles to demonstrate to them how much cheaper it is for them to have all their repairs done at the company's shop instead of trying to do the work themselves.**

Most fleet owners have mechanics of their own, and to get rapid service they have to maintain a staff that is half the time idle. When they send their work to Dempsey's they keep perhaps only one mechanic to look after the minor adjustments, greasing, etc. This is possible because the Dempsey establishment is organized to give rapid service. Any job can be handled night or day, and rush jobs can be fitted out with new engines, or transmissions within a couple of hours.

This feature of the service is often the deciding factor in the case of fleet owners and haulage contractors. Their vehicles must be kept on the road, and to install such a service of their own would tie up a lot of money.

Then, too, the work is reliable. The mechanics are all experts on Ford chassis. Each department is specialized. One group of men works on axles, another on gearsets, another on engines. By this means the quickest work at the lowest cost is made possible and the customer gets the benefit.

Behind the work is the reputation of the house. The customer feels that he will get a square deal and honest work.

To provide this service, Dempsey's have **spared no expense to equip the service department with the best and most modern equipment it is possible**

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Service is responsible for the growth of Chas. J. Dempsey, Inc., Chicago Ford dealer

The engine and axle repair department of the Chas. J. Dempsey, Inc., Chicago

What TRUCK SALESMEN *Should* Remember *When* SELLING BUSES

While the actual selling of trucks and buses is the same, greater preparation and clearer pre-vision are necessary in developing the bus prospect.

By H. Lionel Williams

IN preparation for a sale, both on the part of the salesman himself and of his development of the prospect, there is a noteworthy difference between the methods required in selling buses and in making truck sales, according to W. A. Maynard, of the White Company, Cleveland.

In analyzing this difference, Mr. Maynard suggests that it is as well to review at first the true meaning of salesmanship, particularly as applied to specialty products such as buses and trucks.

SALES~MAN~SHIP
Exchanging product for cash with profit
Delivering to customer a product that will bring a return
Art of convincing prospect that the exchange will be of profit

Salesmanship anaylzed and as applied to truck and bus selling

Such an analysis has been made by Norval Hawkins who arrives at a definition of the whole word by analyzing each syllable separately. "Sales" consists of exchanging your product for cash or its equivalent from the customer at a profit; the "man" part consists of delivering to the customer something which you know sincerely will be of more value to him than the cash which he now has, so that you will really benefit him by exchanging your product for his capital. The "ship" is the art of persuading or convincing him that he needs your product rather than his cash to the extent that he is willing to pay you a price which will represent a return equal to your cost plus a reasonable profit.

The question under consideration has largely to do with the last named definition, but since proper salesmanship must necessarily include all three parts, due regard must be had for the other factors in the case.

Now to get down to the difference in applying this salesmanship to the sale of trucks and the sale of buses. On a truck sale it is ordinarily the case that the need for the equipment is clearly apparent before there is actual consideration of the sale. The customer knows what he needs, or at least has sufficient knowledge of his requirements to make it a simple matter to determine what is needed as soon as the subject is discussed with one thoroughly familiar with the application of motor trucks.

Bus selling is gradually approaching this condition, but in most cases far clearer prevision is necessary than in the case of a truck sale. By this is meant that both the salesman and the prospective operator must study conditions in the territory under consideration very thoroughly. Very seldom are the exact requirements apparent on the surface.

The salesman must have sufficient vision to see the value of a new mode of transportation to the public. He must visualize how the service can be inaugurated so that it will become of the utmost benefit to the community, so that after it has been installed the public will feel that that type of service is a necessity.

In the case of a truck sale, both the customer and the salesman ordinarily find it easy to determine what loads are to be carried, where they shall be picked up and delivered, and can forecast with considerable accuracy just what the demand is for that sort of service.

With a new bus installation, however, there is no definite or positive way of determining just what will be the demand for the service after it is offered. It is, of course, generally known how bus service has been received in various localities, and that all human nature is, after all, much the same. Nevertheless, in the case of the motor bus detailed study must be made concerning the habits of the people it is expected to serve. They are living in some certain way at that certain time and it is proposed to change a part of the method of living and going about their business.

It it therefore vitally necessary that due consideration be given every factor in order to accurately determine just what type of service will best meet the desires and needs of the community it is expected to serve. Do the needs of the community require service at a minimum cost consistent with safety and dependable schedules? Or is the demand for a more luxurious mode of

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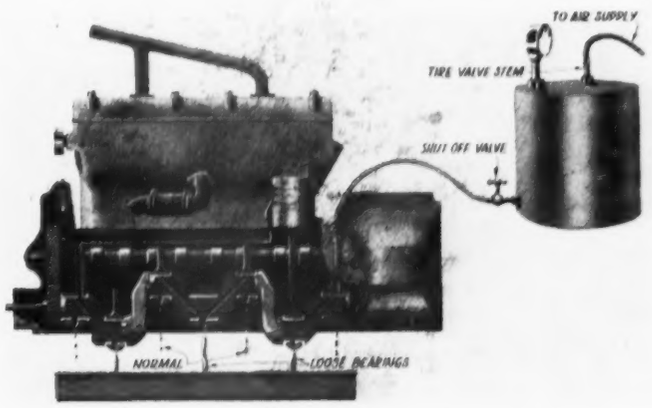
The Oil Pressure Test

Removes Doubt by 1.—Revealing Bearings and Oil Troubles 2.—Checking Efficiency of Repair

Invaluable Both Before and After Overhaul. It Checks Loose and Improperly Fitted Bearings and Partially Obstructed Oil Passages

THE oil pressure test is an easily applied and accurate method of determining the condition of the bearings of engines with drilled crankshafts and force-feed lubrication. It enables a mechanic to actually see the amount of oil being pumped into the crankcase in the form of "throw-off" from the bearings.

In addition to indicating condition of the bearings the oil pressure test also reveals the existence of partial congestion anywhere in the oil circulation system, leaks in oil piping and the actual cause or causes of many cases of "oil-pumping" unjustly blamed on the pistons or rings.



Amount of oil leakage from bearings indicates their condition

An oil pressure testing outfit can be made easily in any repair shop. The essential parts, as shown in the accompanying illustration consist of a tank of from 1 to 5 gal. capacity capable of withstanding pressure of at least 30 lb.; an outlet pipe with a shut-off valve for attachment at the bottom of the tank; an air pressure gage which is mounted on top; an ordinary tire valve and filler plug, which are also built into the top, and copper tubing or air hose for connecting the tank with the oiling system of the engine.

The test can be made either with engine in the chassis or removed and mounted on engine stand. It is, however, more frequently used on engines in chassis.

To make an oil pressure test, the oil pan is removed from the engine. The tank is then filled about 2/3 full of engine oil and air pressure of about 30 lb. applied by hand pump or air line. The outlet of the tank is then connected to the oil piping system of the engine on the **outlet** side of the pump. This removes the pump from the oil circuit and supplies the oil system with oil under pressure similar to conditions existing when the pump is operating.

The valve on the outlet of the tank is now opened and the engine turned over slowly by hand. After a few seconds oil will start to flow from the bearings. The first check made is that of comparing pressure readings of gage on the engine, or dash board, against the one on the test tank. Where numbers on oil pressure gages do not register in lb. per sq. in. some basis of comparison must be worked out. Perhaps "6" on one gage may correspond with "30" on the other. During the test the reading of pressure on the two gages should be practically alike.

Discharge of oil from each bearing should be carefully watched. Properly fitted bearings will show a constant dripping of oil but not a solid stream. If a stream is discharged from any bearing it is indicative of a poor fit. Among the causes contributing to this condition are: Too much diametral

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CORRECT
INCORRECT
OIL WILL LEAK OUT HERE
INCORRECT
CORRECT
BABBIT FACING ON SHIMS SHOULD COME WITHIN .002 OF TOUCHING CRANKPIN
DO NOT FILE DOWN OR REMOVE BABBIT TAB FROM SHIM
IF PLAIN SHIMS ARE USED THEY SHOULD BE FITTED TO WITHIN .004 OR OUT OF TOUCHING CRANKPIN
INCORRECT
OIL WILL LEAK OUT HERE
HOLE SHOULD HAVE NOT MORE THAN ONE SHIM'S RADIAL CLEARANCE ON ROD BOLT

Do not relieve, lengthen, or scrape out a built-in oil reservoir at parting joint. Do not file below level of cap forging (see 2 illustrations at left). Careless filing will result in rounded ends and leak oil (center). Never remove babbitt from babbitt faced shims. Shims should be nearly flush with edge of bearing (2 illustrations at right)

Main Thoroughfare Location Helps G. M. C. Business

New St. Louis Branch Has Many Attractive Features

A CLEAR floor space of 275 feet by 80 feet forms the repair shop in the new G.M.C. branch building at St. Louis, Mo. In front of this is an 80-foot window frontage, about 30 feet of which encloses the stockroom and the remainder is show space.

Frontage of the new St. Louis G. M. C. Branch

Located on Washington Ave., the new premises are near enough town to be easily accessible and yet not too close to be in the more congested district. This wide street is not only valuable from a publicity point of view but has the advantage of permitting the easy entrance of trucks and trailers to the repair shop driveway.

The show windows are considered a valuable advertising medium, those of the stockroom equally with the showroom space as demonstrating the company's ability to give adequate parts service. Actually a complete stock of parts for coaches, Yellow-Knight trucks and the full line of G.M.C. trucks is carried. This is sufficient to cope with the requirements of the 800 trucks and buses serviced and the parts supplied for the People's Motorbus Co. and other local operators.

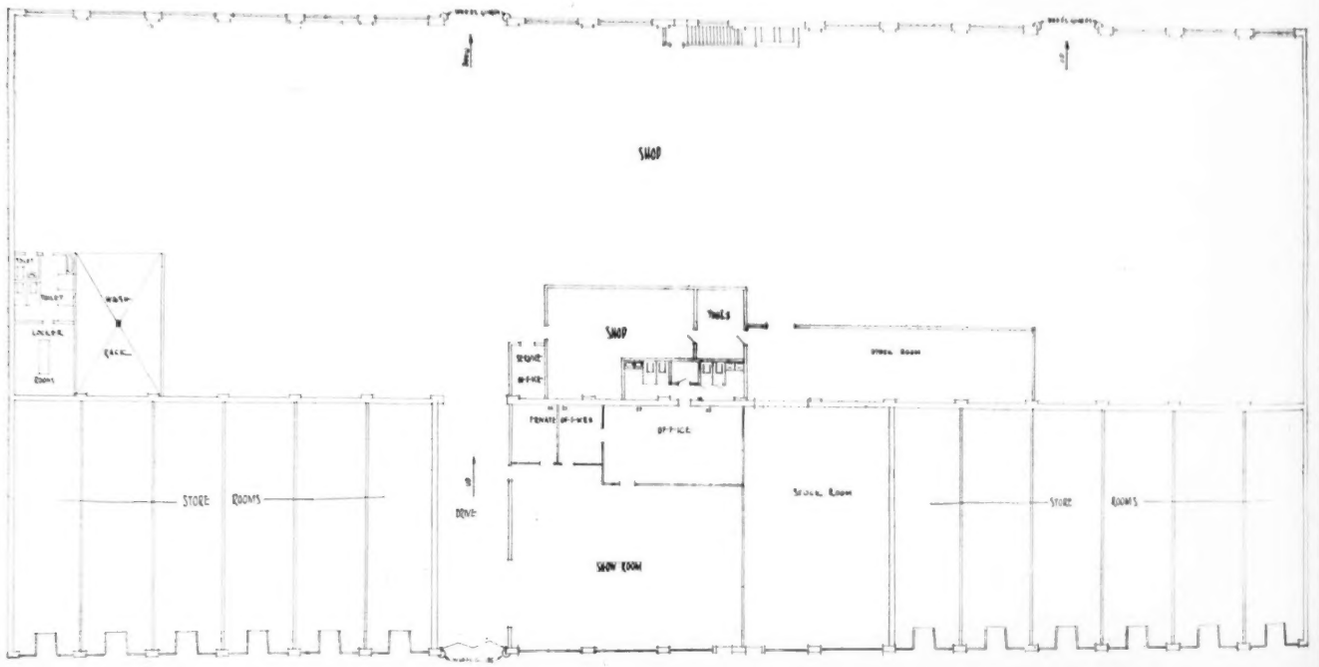
Separate Benches

In the repair shop and machine shop 17 mechanics are employed, with 4 stock-keepers. Each mechanic has a separate bench, with a set of snap-on wrenches supplied by the company, this individual wrench system replacing the old fashioned tool display board formerly used.

One lathe, a miller, a radial drill, drill press, a small grinder and a compressor, form the mechanical equipment of the shop.

Inside the shop is a stock and tool room 60 feet long, connected with the other room extending to the front of the building. This arrangement enables one stockroom force to serve the public over one counter and the mechanics over another counter without an excessive amount of walking.

Adequate men's locker room, washroom, a 25 by 15 feet wash rack, and the sales offices complete the layout of these attractive premises and the Yellow and G.M.C. sales forces are looking forward to decreased sales resistance due to the confidence that prospects will naturally have in an organization so efficiently housed.



Floor plan of the new G. M. C. St. Louis Branch. Ample quarters are provided each department

Commercial Car Journal Flat Rate Price List

Engine Operations

PRICES for eleven engine operations are given in the table below. A representative group of models has been covered and figures for other models similar in construction may be determined by comparison with the prices listed.

In most cases no charge is made for item 4 in connection with other work. Many service stations do not charge for this operation even when ordered alone as they include it with inspection without extra charge.

Item 5 is intended for use in connection with soldering or repairs to gasoline tanks as well as for thorough cleaning. For a soldering job sell operation 5 with the understanding that cost of soldering will be added. Operation 6 covers draining tank and lines and blowing out with air. It includes necessary disconnecting and reconnecting of lines.

Where no figures are listed under items 7 and 8 it indicates that a combination intake and exhaust manifold is used or that the disassembly necessary for one manifold is equal to that for both.

Additional engine operations will be published in coming issues.

Definitions of Repair Operations

1. Remove carburetor and install another one.
2. Remove carburetor, clean and adjust and reinstall.
3. Remove carburetor, recondition it and reinstall.
4. Renew carburetor choke wire.
5. Remove gasoline tank, clean and reinstall. (No soldering or repairs.)
6. Clean gasoline tank and lines without removing.
7. Renew inlet manifold gaskets.
8. Renew exhaust manifold gaskets. (Between manifold and cylinder block.)
9. Renew intake and exhaust manifold gaskets, 7 and 8 together.
10. Renew gasket between exhaust manifold and exhaust pipe.
11. Extra if bolts are frozen.

	1	2	3	4	5	6	7	8	9	10	11
1000 LB. CAPACITY											
Chevrolet com. ch.	.75	1.05	1.50	.75	1.50	1.00	.45	.45	...	.50	...
Star Four	1.65	2.50	4.15	.75	2.75	1.25	.75	.60	...	.60	...
1500 LB. CAPACITY											
Dodge Brothers	1.00	1.90	4.90	.50	1.50	.75	.75	1.00	...	(a).75	...
Stewart Buddy	.75	1.50	4.50	.75	(b)9.00	1.50	...	...	.75	(a).75	...
White 15	(c)3.00	3.75	5.25	1.00	(d)9.00	1.50	.75	...	...	.75	(e)
ONE TON or MORE											
Armleder, 50, 55, 60, 70	.75	1.50	3.75	.75	3.75	1.15	1.00	1.15	1.50	.75	2.25
Brockway E8, E, S, EY, SY, SK	2.25	2.60	4.50	.75	(d)7.50	3.00	3.75	3.75	...	1.50	3.00
Brockway K. R. T.	2.25	2.60	4.50	.75	(d)7.50	3.00	...	...	6.00	1.50	3.00
Chevrolet 1 Ton	.75	1.05	1.50	.75	1.50	1.00	.45	.45	...	.50	...
Chicago	2.25	3.25	6.25	1.15	4.50	2.25	1.50	1.50	1.50	1.50	1.50
Diamond T-75	2.25	3.25	6.25	1.05	3.75	1.95	3.15	3.30	3.45	2.05	...
Ford 1 ton	.75	1.25	1.50	...	3.00	.50	1.50	1.50	1.50	(a).60	...
Garford, 15, 30, 50	1.50	2.50	3.75	.75	(f)3.75	1.50	...	...	3.00	1.15	(g).75
Garford, 80, 100	1.50	2.50	3.75	.75	(f)3.75	1.50	1.50	1.50	...	1.15	(g).75
Graham Bros.	1.00	1.90	4.90	.50	1.50	.75	.75	1.00	...	(a).75	...
Hahn	.75	1.50	4.00	.50	3.75	.75	...	...	1.15	1.50	2.25
International S, SD	.75	1.50	3.75	.50	2.50	1.50	...	...	1.25	.75	1.50
Larrabee Deyo	.75	1.50	3.75	.50	1.50	.75	2.25	2.25	2.25	.75	3.00
Mack AB dual	4.60	7.15	7.15	1.25	4.35	1.35	6.55	1.25	7.80	.60	.75
Mack AB chain	4.60	7.15	7.15	1.25	4.35	1.35	6.55	1.25	7.80	.60	.75
Mack AC	4.35	5.25	6.90	1.20	4.05	1.35	(h)7.20	3.15	10.35	1.50	...
Pierce-Arrow	2.25	4.50	8.25	1.95	3.30	3.00	(i)2.25	.75	...	1.95	...
Ruggles	1.50	2.00	3.50	.75	2.25	1.15	...	...	3.75	.75	1.50
Reo T-6 Engine	1.95	2.40	4.50	.75	1.50	1.00	...	...	2.70	(j)	...
Reo FV Engine	1.65	2.10	4.50	.75	1.50	1.00	...	...	2.25	(j)	...
Stewart 16, 17	.75	1.50	4.50	.75	(b)9.00	1.50	1.50	1.50	...	1.50	3.00
Stewart 16X, 17X	.75	1.50	4.50	.75	(b)9.00	1.50	(k)1.50	1.50	...	1.50	3.00
White 20	(c)3.00	3.75	5.25	1.00	(d)9.00	1.50	.75	...	...	.75	(e)

(a) Flange type joint not used
(b) Tank enclosed by cowl
(c) Drain intake manifold jacket and remove at cyl. block
(d) Remove and replace cab
(e) Hourly charge if bolts break
(f) All weather cab models. Price of $6.00 for open cabs
(g) Cut bolts with clippers
(h) Remove throttle pipe, carburetor and exhaust manifold
(i) With heater. Price without heater $3.75
(j) Pipe fits in recess in manifold
(k) Price does not apply to early 1925 model 16X which requires loosening steering gear assembly

Pictorial Review

Interesting Items Caught by the Ever-Ready Camera

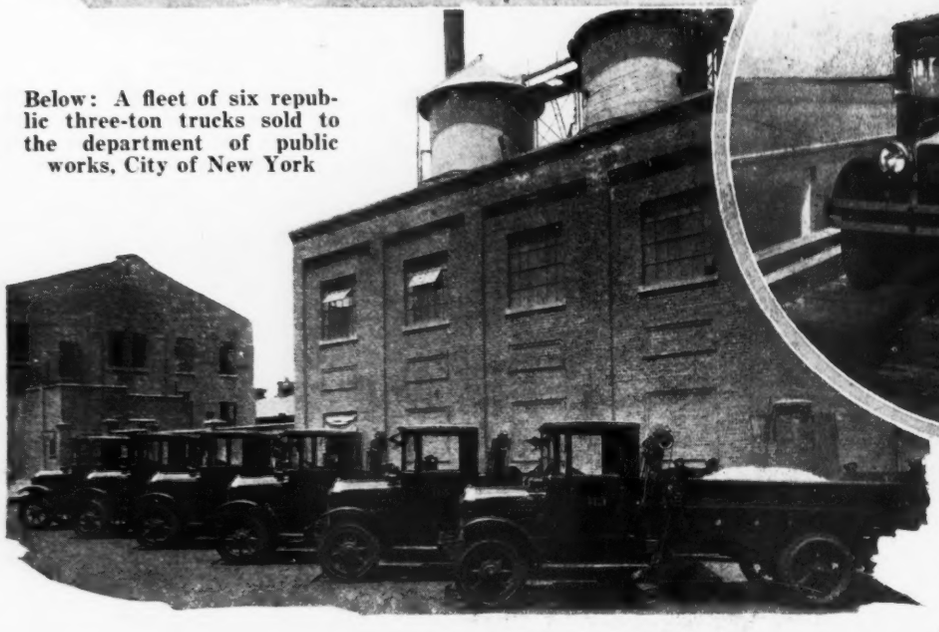
Seven Schacht Super Safety Buses in Cincinnati street railway service

These are 29-passenger jobs fitted with Kuhlman bodies and are used over routes having steep grades

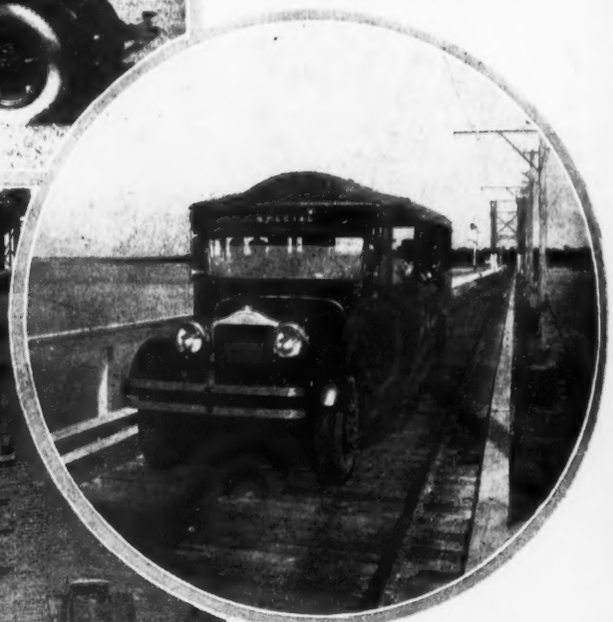
Above: Trucks relieve Ford situation in Persian capitol

33 International Harvester Motor Trucks provided splendid service in transporting necessary food supplies to Teheren, Persia, during an acute food shortage last year, resulting from crop failure

Left: Children of Chautauqua Public School, Chautauqua, N. Y. enjoying a ride in a Selden pacemaker bus



Below: A fleet of six republic three-ton trucks sold to the department of public works, City of New York



Above: Crossing an 1800 foot railroad bridge at the head of Chesapeake Bay

Both the bridge and the bus are the property of the Norfolk-southern Railroad. The bridge was especially decked to permit bus passage. Safety devices permit only one bus or one train on the bridge at the same time

C. C. J. SHOP IDEAS

THIS page is primarily designed to help service station repairmen in exacting economies in time, labor and money. Salesmen, however, can also profit by scanning over these practical hints. The average buyer of today is more conversant with the important details of truck operation and maintenance than ever before. A money-saving idea will often result in a sale.

Commercial Car Journal will pay as much as five dollars for each new idea which it accepts. Simply tell us exactly how it is done and send a rough pencil sketch showing clearly the method employed or the device used.

No. 100. Old Tube for Radiator Test

A section of 30 x 3 inner tube with valve in the center is used for testing radiators, with air pressure, either before or after soldering. One end of the tube is fastened to the radiator outlet and the other to the inlet. Elasticity of the tube will prevent excessive air pressure being used.—Otis H. Nelson, Ada, Kansas.

No. 101. Trap Saves Alcohol

An easily made trap may be used to reduce the amount of evaporation of alcohol stored in steel drums. An open vent is required but the usual form allows too much evaporation.

A short piece of gasoline pipe, a piece of rubber hose and an ordinary household tumbler are used to make the trap. The pipe is soldered in the filler hole cap and the hose slipped over it. The end of the hose is submerged in the water in the tumbler.

No. 102. Device for Turning Solid Tires

A frame with a heavy shaft and two self-centering cones and a tool rest are used for turning down rough places on solid tires. The device will accomodate any size wheel or tire. Reliance Trailer & Truck Co., San Francisco, Calif.

No. 103. Bearing Lapping Tool

A tool for lapping crankshaft journals is made of two blocks of lead, or old bearing metal, with handles of flat bar stock. A hole is bored through the two blocks to correspond with size of the shaft. An oil hole is bored in one block so that oil may be applied during the lapping process.

No. 104. Wrench for Spring Bolt Nuts

An extra heavy L-handle socket wrench can be used to advantage on spring bolt nuts. The one illustrated has a handle three feet long. The "hex" was made in a blacksmith shop. The straight section above the hex is long enough to bring the handle above the wheel.—John Kirk, Shop Supt., Scott Bros., Philadelphia, Pa.

No. 105. Second Crank Helps Turn Tight Engines

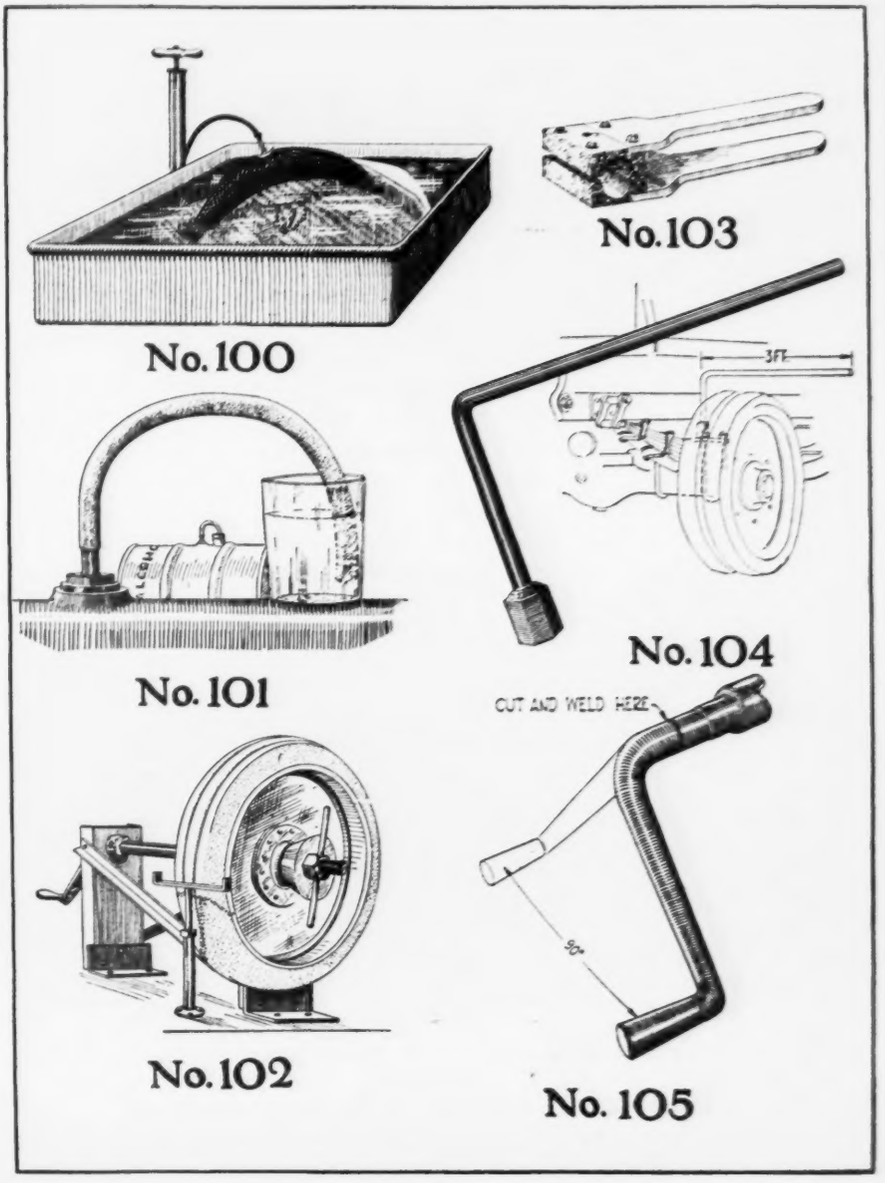
A second crank, made with the handle 90° from the original position, is a help in turning over engines with tight bearings. When the stock equipment crank is at top position very little force can be exerted on it. By taking another crank and cutting off the arm and welding it in place, quarter way around from the first position, the handle now horizontal will be in position for a strong pull.—Heitaro Tsujimoto, West Side Garage, Fresno, Cal.

New Miller Tire Valve Patch

A method of repairing tubes with torn valve patches without vulcanizing has been developed by Miller tire men. Lock nut and all exposed parts are removed from the tire valve and it is pushed through the torn hole into the tube. The old valve hole is then patched like any ordinary tube tear.

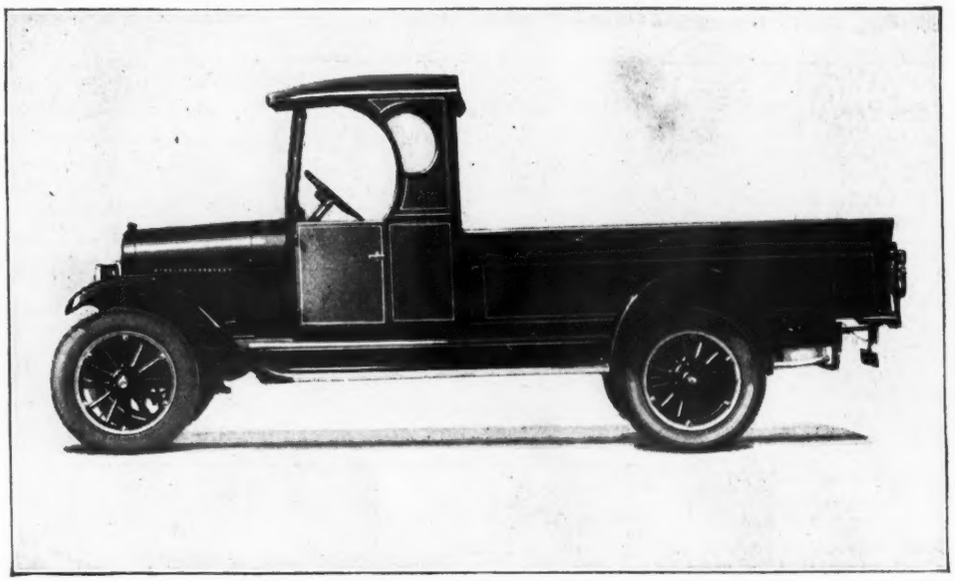
A new location is chosen for the valve, several inches from the old. A recently designed valve pad with tacky cushion rubber protected by holland cloth is put in place and its outline marked on the tube with pencil. This area is buffed and coated with cement.

Without waiting for the cement to dry the new valve pad is put in place with the holland removed and pressed firmly. The pad has a hole for the valve and the point of the valve is worked to a position beneath this hole and the point is then forced, with the tube wall through the opening. A small cut is made in the tube and the valve pushed into position. Lock nut and other parts are put in place and the repair is complete.



for Economical Transportation

CHEVROLET



Just look at a Chevrolet Truck!

If you want to learn what an amazing measure of truck value you are offered at Chevrolet's sensationally low prices, just *look* at a Chevrolet Truck! Look at the husky rear axle, the sturdily-braced six-inch channel steel frame, the heavy-leaved, semi-elliptic springs and oversize brakes! Notice the big motor, the semi-reversible steering gear and the 3-speed, sliding gear transmission! Check these Chevrolet-built Trucks from front to rear! Compare them in any way you want with any comparable priced truck you want—and you will quickly realize why thousands of truck buyers all over America are enthusiastically turning to Chevrolet!

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN
Division of General Motors Corporation

Now reduced to:

½-Ton Truck *Chassis Only* $375 1-Ton Truck *Chassis Only* $495

All Prices f. o. b. Flint, Michigan

World's Lowest Priced Gear-shift Trucks

EDITORIALS

A Bus Service Problem

THE fact that the operation of a motor bus is not necessarily confined to the territory in which it is sold, brings up a service problem to which some manufacturers must give serious consideration. Many buses are sold through branch organizations located in large cities but the buses may be operated in between those cities and outlying towns many miles away.

The dealers in the smaller towns into which the buses run may be called upon at any hour of the day or night to render service. Some calls are late at night or Sundays when the dealer's establishment is closed. The dealer may be perfectly willing to render this service as a matter of policy for the owners and prospects, but the thing to which the dealer objects is that he does not share in any way in the sale of the vehicles.

The small dealer also states that this service is usually wanted in a great hurry and being usually of the unexepected kind it has a tendency to upset the schedule in his shop. The bus work is not generally sufficient in volume to justify maintaining a large establishment for bus service as the major overhauls and other worthwhile jobs are usually given to the large city service station or branch that sold the units.

It would seem, therefore, that the manufacturer would profit by closely co-operating with his dealers on this new problem.

No Problem If—

THE trade-in allowance offers considerable opportunity for head scratching to many dealers. But it's no problem if the dealers in any locality would simply work together as a certain group of dealers are doing in a large eastern city.

In this particular instance the dealers and sub-dealers all represent the same make of truck. A clearing house has been established by them in the offices of one of the dealers through which all sales involving a trade-in are checked and tabulated. All of the dealers use a standard trade-in list and never exceed the printed amount by one cent, rather they try to reduce the amount of the allowance wherever possible. Every prospective sale is reported to headquarters. Duplicate information is supplied to all other dealers every day so that the "shopper" doesn't get very far before he is detected.

Trailer Paper and Dealer

MANUFACTURERS of trailer equipment frequently complain that the truck dealer does not take sufficient interest in the trailer proposition to benefit himself and the trailer manufacturer.

Practically every truck sale involves a trade that has to be deducted from the down-payment on the new vehicle. Of such deals there may or may not be a few cases involving repossessions, in which case there is considerable risk to be shouldered by the dealer.

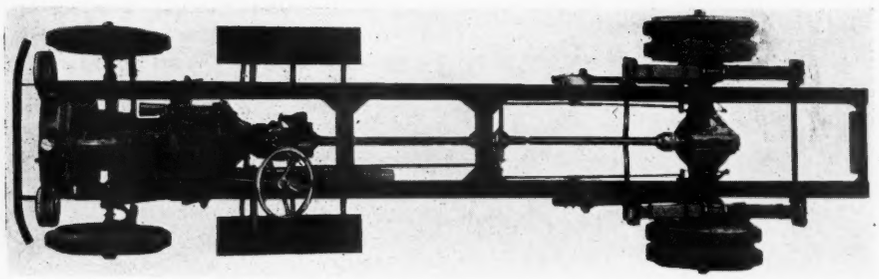
Competition is keen and profits must be conserved. Under these circumstances the truck dealer is apt to keep his eye on the immediate sale rather than on spending time and effort required to investigate the conditions under which the vehicles will be used with a view to recommending trailer equipment where such would provide economies.

When, in addition, the dealer is expected to sell trailer equipment as part of the truck and carry the paper on it as a unit, there is little occasion for surprise that he fights shy of taking on the extra responsibility. Buyers as a rule will not pay cash for trailers, and where trailers are bought along with trucks it appears to be the idea of some trailer manufacturers that the truck dealer should shoulder the whole burden of financing.

There is little doubt that if this matter were taken up in a round-table conference between trailer manufacturers and truck merchandisers and some definite agreement reached which would relieve the dealers of this responsibility, the cause of the trailer would be forwarded to a substantial degree.

After all the logical outlet for trailers is through the truck dealer organizations, and many truck dealers recognize this but their hands are tied for the reasons stated.

Meanwhile the buyers of truck equipment are becoming educated to the fact that economy of operation is worth going after, and the vogue of the trailer is slowly but surely increasing. Truck dealers who would take advantage of this evolutionary trend would do well to study the trailer situation and stand ready to co-operate with those trailer manufacturers who will recognize the value of that co-operation.



Bird's-eye view of the new Stewart, showing the well-balanced disposition of units

Stewart Offers 6-Cylinder 3½-4-Ton Truck

A SIX-cylinder bus-type engine four speed transmission, Timken rear-axle and complete equipment are features of the Model 22 Stewart truck. The new model has a carrying capacity of 3½-4 tons. Deliveries started late in October.

The engine is a Lycoming bus type with six cylinders 3⅞ x 5 in. developing 70 hp. Remy ignition system, starter and generator and Zenith carburetor are used. Transmission has four speeds and one reverse and is equipped with nickel steel gears and annular ball bearings. A 14 plate dry disk clutch is employed with automatic lubrication of the throw-out bearing from the transmission.

The drive shaft is 2¾ in. diameter with three metal oil tight universals. Center universal joint is supported by a roller bearing.

The Timken rear axle is of the full floating worm type with a standard gear ratio of 10.3 to 1, with an option of 9.5 to 1.

Front springs are 40 in. long and 3 in. wide 11 leaves and the rear 56 in. long and 4 in. wide with 14 leaves.

Service brakes are internal expanding on rear wheels 21 in. diameter and 3¾ in. wide. The hand brake is a contracting band on the transmission 8½ in. diameter and 4 in. wide.

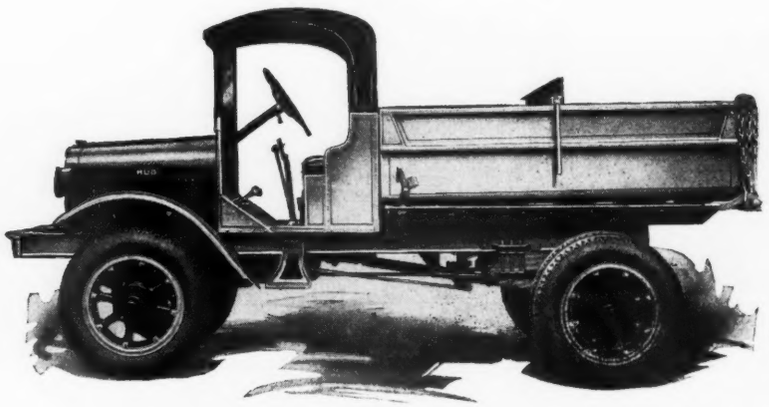
The frame has 9 in. side members and is made of heat-treated carbon steel. The steering gear is a Ross cam and lever type with adjustment for driving position.

Standard equipment includes 36 x 5 solid front tires, 36 x 12 single or 36 x 6 dual rear tires. Pneumatics may be had, at extra cost. 165 in. wheelbase is standard with options of 190 in. and 220 in. at extra cost. Electric horn, tool kit, grease gun, jack and front bumper are supplied with the equipment. Speedometer, and electric starter and lights are also included in standard equipment.

Radiator, hood, cowl, lamps, steering gear and many mechanical parts are interchangeable with similar units in model 19.

Price of model 22 is $4200, f.o.b. factory of Stewart Motor Corp., Buffalo, N. Y.

New Hug Built for Multiple Batch Hauling

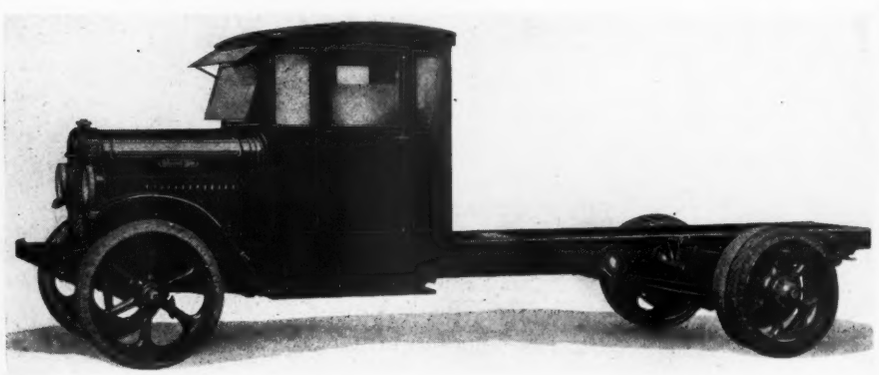


Five-Ton Hug, Model HD6 for multiple batch hauling

THE latest Hug truck, model HD6, is the largest model yet to be produced by the Hug Company. It is built for multiple batch hauling and has a maximum load capacity of 10,000 pounds. It carries this load at a speed of 30 m.p.h. with ease. A four speed transmission provides extra pulling power in low permitting the truck to cope with all emergencies.

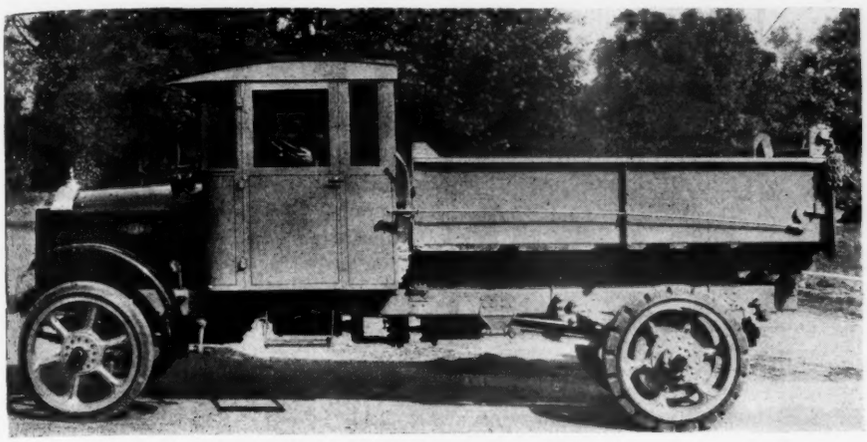
Among the units assembled in this new model are a 6-cylinder Buda motor, Wisconsin double reduction rear axle, Fuller 16 face clutch and heavy duty bus transmission, Ross heavy duty steering gear, Perfex radiator, Continental front axle, 38 x 7 tires in the front and 38 x 7 duals in the rear as standard equipment. A more detailed description of the new model appeared in the September issue of Commercial Car Journal, page 39.

Model HD6 meets the growing demand for multiple batch hauling with some of the speed performance heretofore available only in lighter trucks. The Hug multi-cushion relax spring drive is incorporated in the new model. Hug engineers point out that by means of this construction it is possible to drive through the spring without any damage to the spring and at the same time perfectly cushioning all working parts.



Side view of the New Stewart Six, Model 22

Indiana Announces New 3-Ton Model



New Indiana contains a 4½ x 5¾ in. engine, seven speed transmission and a worm drive rear-axle

A NEW model truck of 3-ton capacity has been announced by the Indiana Truck Corp., Marion, Ind. A four-cylinder engine, two range 7 speed transmission and worm drive rear-axle are employed.

The engine is a 4½ in. by 5¾ in. L-head type with drop forged aluminum alloy connecting rods. Lubrication is full force feed with a gear type pump and an oil Filtrator in the circuit. A governor is supplied and is driven from the oil pump shaft. Ignition is by magneto with impulse starter.

A dry plate clutch is used, Raybestos being employed for the friction medium. The transmission is located amidships and is mounted on Indiana patented three point suspension. Seven speeds forward and two reverse are available. Four speeds and reverse are shifted by the usual lever and a separate one is used for the second range of gears. Ratios through the transmission range from 9.50 to 1 in low range low to .78 to 1 in high range fourth.

Fabric universals are used on the propellor shaft between engine and transmission and metal joints between transmission and rear axle.

Power is taken through lugs on the worm wheel in the rear axle which is of the full floating type. The cam and lever steering gear has a 20-in. wheel with spark and throttle levers at top.

The frame is 7 in. deep with a 3-in. flange made of 5/16 in. stock. Metal wheels front and rear are standard equipment. Tires are solids, 36 x 5 front and 36 x 10 rear. Pneumatics are supplied as extras, size 36 x 6 front and 42 x 9 rear. Wheelbase is 162½ in. with options on 198½ in. and 150½ in.

Equipment includes Motor-meter, front fenders, radiator guard, wood and metal bumper, Prest-O-Lite head lamps and tank, tow hooks, mileage recorder, air cleaner, jack and tools.

A new design cab with full ventilating type windshield is supplied as extra equipment.

Diamond T Produces a 7½-Ton Model

THE Diamond T Motor Car Co., Chicago, Ill., after extensive researching and experimenting is now in production with a new 7½-ton worm driven chassis. Before this new model was accepted as final, two different types of 7½-ton models were designed, constructed and experimented with over a period of time. The first type contained a comparatively large motor, 5 x 6, with a four speed transmission, chain driven rear, the second contained a 4¾ x 5¾ engine, seven speed transmission and a worm driven type rear. The latter construction was finally adopted.

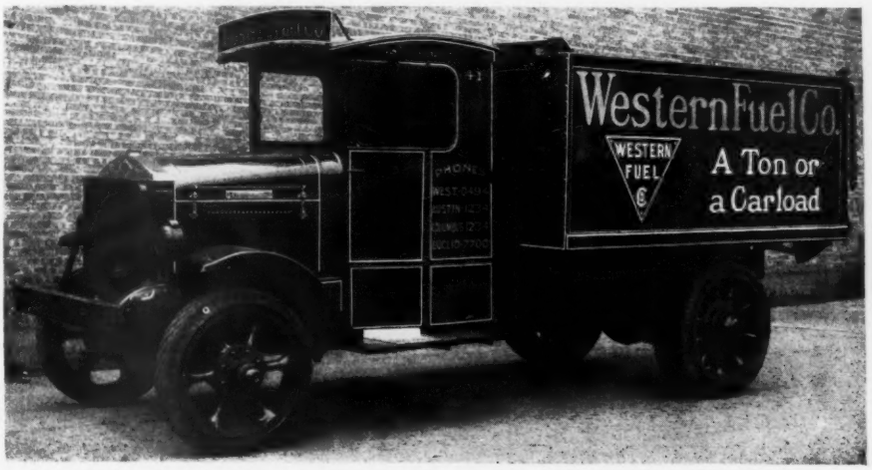
C. A. Tilt, president of the company, points out the advantages of the adopted construction in the following statement:

"The motor with less displacement brings about greater economy in fuel consumption. Simplicity and accessibility reduce overhaul and repair expense. Wrist pins and diameter of connecting rod bearings are larger than those in a 5 in. by 6 in. truck engine. The crankshaft too, is oversize, being 3 in. in diameter. An oil filtrator is standard equipment which greatly increases oil mileage." This motor with a displacement of 407.6 cu. in. developes a torque of 255 ft. lbs., and gives one-third more power at rear wheels than other design.

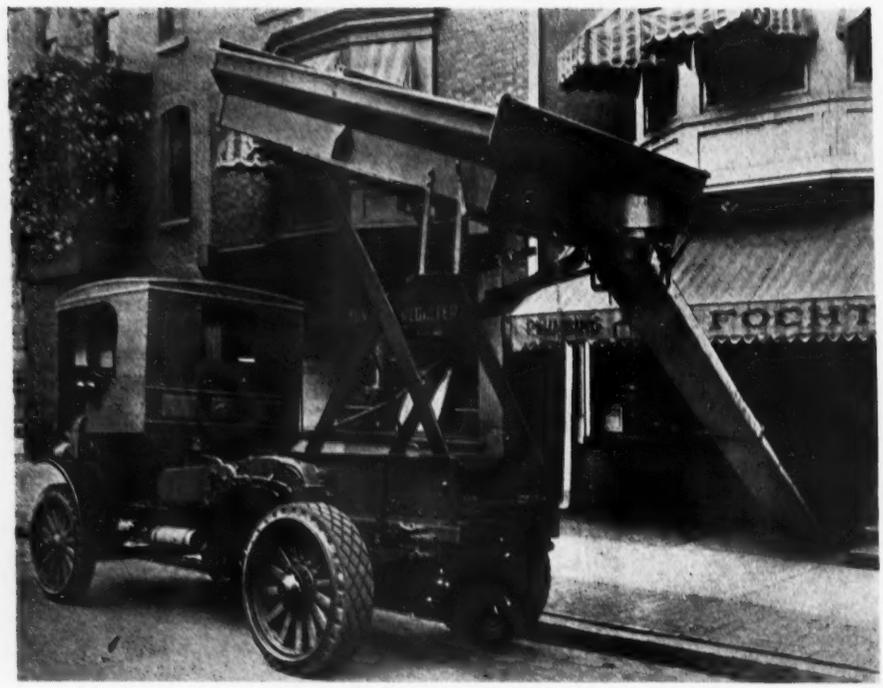
Among the other features of the new Diamond T model are the following:

The frame is of ¼ in. heat treated alloy steel with a 9 in. channel section. It is reinforced by two massive tubular cross members and special V-bracing at rear of frame with large fish plates on either side, Steering is of the cam and lever type.

Over easy going this model will maintain a speed of 18 miles per hour.



New 7½-ton Diamond T. It is featured by a 4¾ x 5¾ engine, seven speed transmission and a worm driven rear



A self-aligning coal funnel furnished on Moore Hi-Lift steel coal bodies permits side discharging

Moore Hi-Lift Bodies for Coal Delivery

Discharge of coal with the truck parallel with the curb is accomplished by means of a self-aligning coal funnel and a high lift hoist in the Moore bodies manufactured by Moore Body Co., Reading Pa.

The body in discharge position has the proper angle for unloading coal. The funnel is mounted at the rear of the body and it permits the chute to be placed at any angle.

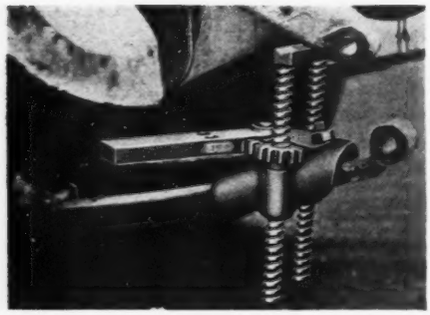
The patented self-aligning funnel is supplied without extra cost with any new Moore body. It can be installed on any Moore body now in use or on other makes of bodies. Moore hoists and bodies are guaranteed for one year.

The coal handling body can be used as a dump body, without the high lift feature, by means of a reversing lever.

New B-P Spring Jack

A new device for use in connection with shackle bolt jobs, has just been placed on the market by the Fostoria Screw Co., Fostoria, Ohio.

Placed between the spring and the frame a few strokes of the lever will relieve the tension, permitting bolts to be removed easily. The jack will then keep the frame and spring in the proper position for inserting the new bolts and bushings. The double screw and ratchet construction requires slight leverage for raising or lowering. This new device lists at $5.



Quick and convenient for shackle repairs

Special Duty Elite Jacks

The Elite Mfg. Co., Ashland, Ohio, are manufacturing two special jacks, one for bus and the other for truck service. The bus jack, designated as No. 18 is only 7 in. high and will lift five tons to a height of 16 in. A long handle of the folding type is employed and it is sufficiently rigid to enable the operator to place the jack beneath a bus with it.

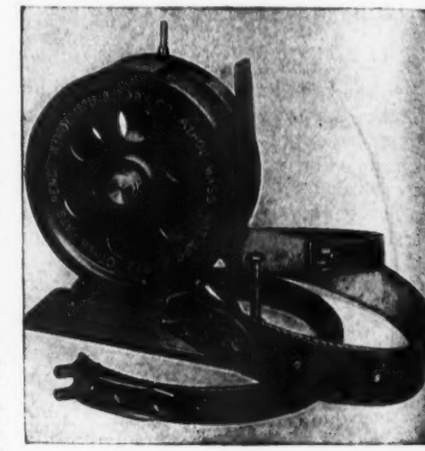
The truck jack, the Reliable No. 12, is of the double lift type made expressly for trucks with pneumatic tires. The capacity of this model is five tons. The jack is 8 in. high and will raise the truck 10 in. This gives clearance for changing large sizes of truck pneumatics. The handle length can be adapted to use under any model of truck.

Elite Heavy Duty Jacks. The bus jack Model 18 and the truck jack model 12

Athol Relining Anvil

A relining anvil which accommodates both wide and narrow bands is made by the Athol Machine & Foundry Co., Athol, Mass. The anvil is made with two telescoping sections, with spring pressure to keep the front section in contact with the lining. Both sections rotate so that rivets may be applied with a direct hammer blow from the top.

Fit between lining and band is obtained by clamping the band tightly around the lining, while in position on the anvil. A special clamp stud is provided to draw the band ends together. With the lining positioned by the edges of the anvil sections and pressure applied by the clamp stud two end rivets are set by a punch supplied with the anvil and the others in rotation by hammer blows. The punch, while fitted in a socket in the anvil is, in turn, used as an anvil to countersink the points of the rivets.



A relining anvil for wide and narrow lining which reduces application time

"Fleetruck" 4-Speed Transmission Has Internal Gear Third Speed

A FOUR-SPEED transmission with direct drive in fourth and an internal gear reduction in third is one of the features of the new Star "Fleetruck." Details of the transmission were not available when the truck was described in September issue of *Operation & Maintenance*, page 36.

The new transmission is mounted amidship in the "Fleetruck" and receives power through a flexible coupling at the forward end. Fourth speed which is direct gives an engine to rear axle reduction of 5.10 to 1. Third speed is under-geared 1.39 to 1 giving an overall reduction of engine to wheels of 7.10 to 1.

Shift from third to fourth or fourth to third is made by means of a sliding clutch. First, second and reverse speeds are engaged by sliding gears in the usual manner except that the sliding elements are on the countershaft instead of the mainshaft.

Quietness of operation and ease of shifting are among the desirable characteristics of the internal gear reduction for third speed. A larger number of teeth are in mesh with internal gears, as employed in this transmission than in spur gears and the meshing is accomplished more gradually. Both these factors tend toward noiseless operation.

Fourth speed is used for ordinary driving and third is employed in traffic where rapid acceleration is desired and for hill climbing. As the shift from fourth to third is easily made, with little possibility of missing the shift, and third is quiet in operation it is expected that drivers will make free use of the third speed.

A higher gear ratio in the rear axle is employed than would be the case with a three speed transmission and this brings about a reduction in engine speed when fourth speed is in use.

Oil in the transmision is circulated positively by a sliding vane type pump driven by the countershaft. This circulation insures lubrication of all moving parts and assists in radiation of heat developed by operation of the transmission.

Flow of power in third speed may be traced by referring to the drawing. The driven shaft of the transmission A has external gear teeth which mesh at B with internal gears on the sleeve C. This sleeve is supported by two roller bearings. At the rear of sleeve C are external gear teeth which mesh at E with an internal gear F. On the outer end of F is an external gear G which drives the countershaft and forms the male member of a gear clutch. The female part of the clutch is the internal gear H.

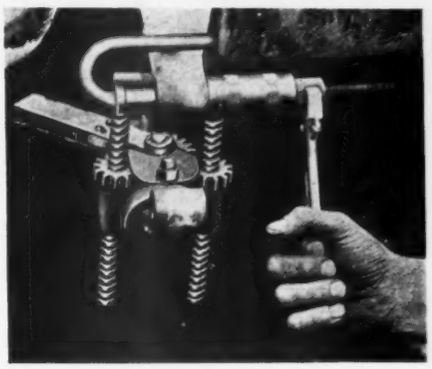
In third speed gears G and H are meshed and power goes from A through gears at B to sleeve C thence through gear at E to sleeve F thence through G and H and to the mainshaft.

The principle of the internal gear is illustrated by the section, Fig. 2. The center gear is A, the ring with internal and external gears is a part of C and the outside circle is a part of F, in Fig. 1.

Fostoria Bushing Tool

The Fostoria Screw Co., Fostoria, Ohio, has just announced a new bushing tool which simplifies bushing renewal jobs. The tool forces out the old and inserts the new bushing at the same time.

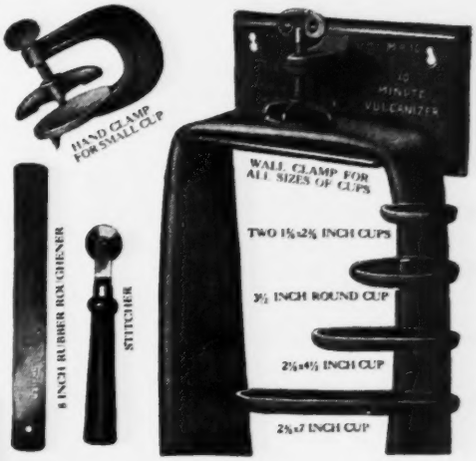
The illustration shows how the tool is used. The new bushing is placed on the shaft, the shaft is slipped through the old bushing in the spring eye, the cage is drawn up to the spring eye and then a few turns of the wrench forces in the new bushing, the old one dropping into the cage. This tool, which can also be employed for removing other bushings, lists at $4.75.



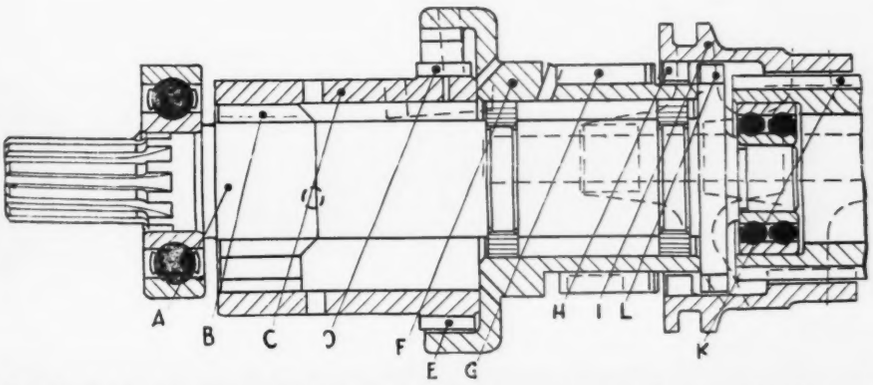
Forcing in a new spring shackle bushing

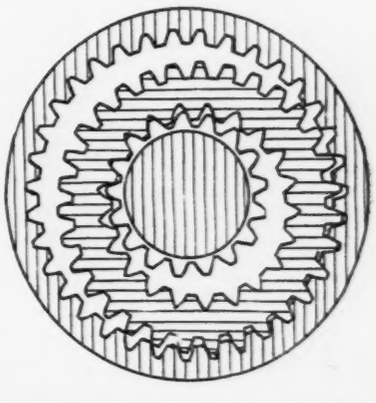
New Shaler Vulcanizer Uses Solid Fuel

A vulcanizer using powered solid fuel has been put on the market by C. A. Shaler Co., Waupun, Wis. It is designed for use in repair and service shops. The new device operates on the same principle as the Shaler 5-minute vulcanizer. Repairs of pin hole punctures or rips 6½ in. long may be repaired. The vulcanizing pans are made of heavy metal and are permanent. The powdered fuel, called Hel-Dust, contains aluminum which burns at 6400 deg. F. The complete outfit includes five assorted vulcanizing cups, two clamps—one portable and the other for attachment to the wall, a stitcher and rubber rougher.



Units of the new Shaler vulcanizing outfit





Longitudinal and sectional views of the third speed internal gear reduction of the new 4-speed Fleetruck transmission

News of the Trade

Street and Highway Safety Committees Get Down to Business

THE various committees appointed by the Second National Conference on Street and Highway Safety last March got down to business the last of October at the call of Secretary of Commerce Hoover.

Secretary Hoover asked for reports on progress and for definite plans that would reach the legislatures of the various States, bringing about uniform laws and the execution of the safety projects first sponsored by the Conference.

The meeting was but a few minutes old when it attained the nature of an open forum wherein each committee was asked to state its position relative to what it had done and what remains to be done to assure passage in the several States of the uniform traffic code which Secretary Hoover and safety leaders generally believe is the greatest potential panacea for the present traffic ills that beset the nation.

The National Conference of Commissioners on Uniform State laws was represented and stated that it would be able to introduce with a favorable report the "Uniform Motor Vehicle Code," at the coming legislative sessions. It was evident that chiefs of police represented were pessimistic about their opportunities to help the situation until State Legislatures should give them the necessary power. They wanted less talk but more action that would make the ideal real and some so stated in blunt terms.

There were dark spots in the general outlook, yet the reports indicated that propaganda was making itself felt in the enactment of a uniform traffic code. The general meeting of State legislatures this winter would show results.

The Conference committees and the representatives of a score or more automobile, railway and trade organizations present, voted to give more publicity to these and other accident statistics.

One of the really encouraging reports was that of education in the schools.

It was pointed out by this committee that the schools of the nation and the school children should be considered the logical mediums through which a large amount of missionary work must be done.

A Study of the Causes of Accident

A statement was submitted to the meeting by the committee on the cause of accidents. This group, one of the most important of the entire conference, made a specific recommendation which, if carried out, will result in the beginning of an intensive scientific inquiry into the whole subject of accident causes; an inquiry which will get deeply into all phases of the matter and which it is hoped would add vastly to the store of knowledge in this vital connection. It would be used by fleet owners and manufacturers as a guide.

Col. A. B. Barber, of the traffic division of the U. S. Chamber of Commerce expressed the opinion that it was this sort of accident reporting that would give a needed basis for study and correction of laws and technical difficulties.

A Driver's Manual for the Whole Country

It was voted to have a driver's manual prepared.

With a manual for public instruction and used by drivers and chauffeurs in all the States and indorsed by representative organizations, a long step toward the ideal will have been achieved. This was the unanimous opinion of those at the meeting.

The chiefs of police recommended that there be adopted a method of training traffic officers. The methods used was left to the International Association of Chiefs of Police.

The point was made that the cooperation of the newspapers, the trade press and the technical journals of the country should be obtained so as to bring about better understanding.

Five Points Stressed

The Committee on the Design and Maintenance of Motor Vehicles stressed five points of progress:

1. **Visibility.** Great improvement was reported as having been brought about. Room for improvement, however.

2. **Brakes.** These had attained a higher degree of reliability due for one thing to the manufacturers' placing of them in a closer position to the accelerator.

3. **Steering facilities** had been improved but additional improvements could be made.

4. **Headlights.** Improvements had

(Continued on page 42)

Coming Events

SHOWS

Akron, Ohio ..... Feb. 5-12
Goodrich Bldg.
Albany, N. Y. ..... Feb. 26-March 5
State Armory.
Boston, Mass. ..... March 5-12
Mechanics' Bldg.
Brooklyn ..... Jan. 22-29
Twenty-third Regiment Armory.
Buffalo ..... Jan. 15-22
174th Regiment Armory.
Camden, N. J. ..... Feb. 7-12
Convention Hall.
Chicago ..... Nov. 15-19
Hotel Sherman, National Standard Parts Association.
Chicago ..... Jan. 10-15
Coliseum, American Road Builders' Association.
Cleveland ..... Jan. 22-29
Public Auditorium.
Detroit ..... Jan. 22-29
Convention Hall.
Indianapolis ..... Feb. 14-19
Auto Show Bldg.
Kansas City, Mo. ..... Feb. 12-19
American Royal Bldg.
Los Angeles ..... Feb. 26-Mar. 6
Milwaukee ..... Jan. 15-22
Auditorium.
Minneapolis ..... Feb. 5-12
Overland Bldg.
Montreal, Can. ..... Jan. 22-29
National Motor Show of Eastern Canada, Morgan Bldg.
New York ..... Jan. 8-15
National, Grand Central Palace, National Automobile Chamber of Commerce.
Omaha, Neb. ..... Feb. 21-26
Auditorium.
Providence, R. I. ..... Feb. 5-12
Cranston Street Armory.
Quebec, Can. ..... March 1-8
Drill Hall.
Rocky Mount, N. C. ..... April 4-8
Saginaw, Mich. ..... March 9-12
City Auditorium.
St. Louis, Mo. ..... Feb. 14-19
San Bernardino, Calif. ..... Feb. 17-27
National Orange Show Bldg.
San Francisco ..... Jan. 29-Feb. 5
Exposition Auditorium.
Scranton, Pa. ..... Jan. 19-22
Armory.
Sheboygan, Wis. ..... Feb. 14-20
New Eagles Auditorium.
Syracuse ..... Feb. 7-12
State Armory.
Toledo ..... Feb. 7-12
Civic Center Garage.
Wichita, Kans. ..... Feb. 22-25
Southwest Road Show, Wichita Thresher and Tractor Club, Inc.

CONVENTIONS

American Road Builders' Association, Congress Hotel, Chicago.... Jan. 10-15
National Automobile Chamber of Commerce, Third World Motor Transport Congress, Hotel Roosevelt, New York City ..... Jan. 10-11
National Automobile Dealers Association, Hotel Commodore, New York ..... Jan. 10-11
National Automobile Dealers Association, La Salle Hotel, Chicago.. Feb. 1-3
National Standard Parts Association, Hotel Sherman, Chicago .... Nov. 15-19
National Tire Dealers Association, Inc. Memphis, Tenn. ..... Nov. 16-18

S. A. E.

Boston, Nov. 16-18—National Transportation and Service Meeting.
Detroit, Jan. 25-28—Annual Meeting.
Detroit, Jan. 28—Carnival.
New York, Jan. 13—Banquet.

COMING FEATURE ISSUES OF CHILTON CLASS JOURNAL PUBLICATIONS

Dec. 10—Operation and Maintenance—Service Station Equipment Issue.
Dec. 15—Commercial Car Journal—Good Roads Issue.
Jan. 1—Automobile Trade Journal—Annual Show Issue.
Jan. 6—Motor Age—Annual Show Issue.
Jan. 15—Commercial Car Journal — New York Show Issue.
Jan. 27—Motor Age—Chicago Show Issue.

Commercial Car Specifications—Corrected Monthly

The Specifications, Chassis Prices, Etc., Are Corrected Each Month From Data Supplied Direct by the Makers. Gasoline Tractor-Trucks Will be Found at the End of Gasoline Commercial Cars

Those Chassis Which Are Sold and Recommended for Bus Use Are Designated in the Following Table by Reference Sign (§) in Front of the Name

For Motor Bus Chassis See Pages 36 and 37

(Where prices are not given it is because we have been unable to get them from authoritative sources)

Key of abbreviations, page 38

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low							
1000 Pounds																															
Chevrolet Sup. Com. Ch.	375	103	P 30x3½	P 30x3½	Own	4-3-⅛x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	P. Own	Own Sup	U	3	Own	Own Sup	S	½	3.82	12.7	A	Own Sup	S.S	Own	Hay	Jax	1490
Star Four Com. Ch.	470	103	P 30x3½	P 30x3½	Con	4-3-⅝x4½	18.2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	3	Spi	Own	S	½	4.87	16.16	A	Own	Own	Own	Hay	Hay	1500
1500 Pounds																															
Dodge Brothers, No. 5	670	116	B 31x5.25	B31x5.25	Own	4-3⅞x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	D. Own	Own Spec.	U	3	Own	Own	S	½	4.16	17.21	A	Own	Bca	Dod	Kel	Kel	2160
Int. Harvester Spec. Del	...	116	P 31x4	P 32x4½	Wau X	4-3½x4½	19.6	L	PC	Non	Lon	Zen	G	Rem	Rem	Roc	M.M	U	3	M-M	Eat	B	½	4.45	.....	B	Eat	.....	D-G	.....	Fir	2000
Pontiac Panel Del.	...	615	P 29x4.75	P29x4.75	Own	6-3¼x3¾	25.3	L	PC	Non	Har	Car	V	Rem	Rem	P. Own	Own	U	3	Own	Own	S	½	4.18	13.92	A	Own	.....	Jac	Mot	Jax	.....
Stewart Buddy	895	118	P 30x5.25	P30x5.25	Con	6-2¾x4¾	18.2	L	PC	Non	Own	Zen	G	Rem	Rem	D. Own	Own	U	3	Own	Own	B	½	4.8	30.0	A	Own	Own	Gem	Own	Fir	2250
White. 15	2150	133½	P 34x5	P 34x5	Own GK	4-3¾x5½	22.5	L	SP	Non	Own	Zen	G	L-N‡	.....	P. Own	Own 15	A	4	Spi	Own 15	S	½	5.36	18.6	A	Own 15	.....	Own	Hoo	Fir	3225
Yellow Cab Mod T3	1295	109	P 29x4½	P 29x4½	Con V7	4-3¾x5	22.5	L	PS	Non	Lon	Zen	G	Bos-A	N-E	D. B-L	B-L 30Y	U	3	Spi	Tim 5331	B	½	4.90	16.3	B	Tim 1341 Dey	Mar	Gem	Mot	Fir	2500
1 Ton																															
Atterbury 26B	....	132	P 30x5	P 30x5	Lyc S	6-3⅛x4½	23.4	L	PC	Non	Fed	Zen	G	A-L	A-L	D. B-L	B-L	U	3	Blo	Cla	B	...	5.10	17.03	A	Shu	She	Gem	Bim	Fir	3200
Brockway Junior	....	130	P 30x5	P 30x5	Wis C	4-3¾x4	22.5	f	FP	Non	¾xO	Zen	V	A-L	A-L	P. B&B	B-L 30	U	3	Spi	Col 34001	B	½	4.7	.....	A	Col 1624	She	Gem	Cla	Fir	2990
§Bethlehem KN	1595	125	P 33x5	P 33x5	Own KN	4-3½x5	19.6	L	FP	Non	Bus	Zen	V	Bos-A	G&D	P. B&B	Ful SU	U	3	Spi	Eat 1000	B	½	6.86	27.4	...	Eat 750	Mat	Ros	Van	Fir	2880
Biederman	....	138	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	PC	Non	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Cla	B	½	5.5	27.	A	Shu	Mat	Ros	Cla	Fir	3200
§Chevrolet Sup	....	124	P 30x3½	P 30x5	Own Sup	4-3-⅛x4	21.7	H	PS	Non	Har	Car	V	Rem	Rem	P. Own	Own Sup	U	3	Own	Own Sup	S	½	5.43	18.0	A	Own Sup	S.S	Own	Kel	Jax	1985
Chicago 10	....	132	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Chi	Zen	G	Apo	A-L	D. B-L	B-L 31	U	3	Pic	Cla B365	B	½	5.66	27.16	A	Tim 1250	Mat	Ros	StM	Fir	3240
Clydesdale 16	....	140	P 34x5	P 34x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.43	30.86	A	Tim 1250	Per	Ros	StM	Fir	3450
Commerce Distributor	....	130	P 30x5	P 30x5	Con 7U	6-3½x4¼	23.4	L	PC	Non	Per	Zen	V	Bos-A	Bos-A	P. Lon	Cov JUH	U	3	Blo	Cla B365	B	½	5.66	20.5	A	Fli	Bea	Ros	Smi	Fir	2900
Concord K	1750	130	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Own	Zen	V	A-L	A-L	D. Cov	Cov JUC	U	3	Spi	Col 53008	B	¾	4.5	16.3	A	Col 5307	She	Ros	StM	Fir	2900
Corbitt 20	....	130	P 30x5	P 30x5	Con 20L	6-2¾x4¼	18.1	L	FP	Non	McC	Zen	V	Rem	Rem	D. B-L	B-L	U	3	Spi	Cla B365	B	½	5.66	18.9	A	Eat 750	She	Ros	Smi	Fir	3025
Corbitt 21	....	132	P 30x5	P 30x5	Con 11U	6-3¼x4⅝	25.3	L	FP	Non	McC	Zen	V	Rem	Rem	D. B-L	B-L	U	3	Spi	Cla B365	B	½	5.66	18.9	A	Eat 750	She	Ros	Smi	Fir	3100
Denby 41	....	128	P 34x5	P 34x5	Her O	4-4x5	25.6	L	PC	.....	Lon	Zen	G	A-L	A-L	D. Ful	Ful	U	3	U-P	Col	S	¾	5.8	23.2	...	Con	Det	Ros	StM	Fir	3315
§Diamond T76	....	130	P 30x5	P 30x5	Her OXA	4-4x5	25.6	L	PC	Non	G&O	Zen	G	Apo	A-L†	D. Cov	Cov JUC	U	3	Spi	Col 53008	B	¾	5.12	18.6	A	Col 5306	Mat	Ros	Smi	Fir	3240
Dorris K-2	2490	Opt	P 33x5	P 33x5	Own	4-4x5	25.6	H	PS	Non	Mod	Str	V	Bos-A	Wes	D. Own	W-G	U	3	Spi	Tim 5512	B	½	4.23	15.6	A	Tim 1250	Row	Ros	Mun	.....	2000
Duplex G	....	132	P 33x5	P 33x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Mod	Zen	V	Bos-A	Bos-A	D. B-L	B-L	U	3	Pet	Tim	B	½	5.50	22.0	A	Tim 1250	.....	Ros	Mot	Fir	3300
Federal Knight	....	124	P 30x5	P 30x5	Kni	4-3½x4½	21.0	X	I-C	Non	Own	Zen	V	Eis	A-L	P. B&B	Own	U	3	U-M	Tim 5310	B	½	5.85	22.3	A	Own	Mat	Gem	Mot	Fir	2400
Fisher Jr. Express	....	136	P 30x5	P 30x5	Con 20L	6-2¾x4¾	18.2	L	FP	Non	Per	Zen	V	Rem	Rem	. Lon	M.M L U	U	3	Blo	Sal F	S	½	5.5	.....	B	Sal F	Per	Gem	Kel	.....	2500
§Ford T	325	123	P 29x4.40	P 30x5	Own T. T.	4-3¾x4	22.5	L	SP	Non	Own	Own	G	Own	Own	D. Own	Own TT	U	2	Own	Own TT	W	½	Opt	19.9	B	Own TT	Own	Own	.....	.....	1577
§Garford 15	1790	132	P 34x5	P 34x5	Bud MU	4-3⅝x5½	21.0	L	PC	Non	Lon	Str	G	A-L	A-L	P. B&B	Own 15	U	3	Spi	Tim 6258	W	½	6.50	20.55	A	Own 15	Per	Ros	StM	Fir	3500
§Gary Express	1960	132	P 35x5	P 35x5	Bud WTU	4-3¾x5½	22.5	L	PC	.....	Chi	Str	V	Eis	Rem	D. Ful	Ful TU¾	U	3	Blo	Tim 5511	W	½	5.50	24.7	A	Tim 1250	Det	Ros	Pru	Gdy	3200
§GMC K-17	....	136	P 34x5	P 34x5	Own K17	4-3⅝x6	20.3	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K-17	U	3	U-M	Own K-17	B	¾	6.1	23.67	E	Own	Own	Kel	Kel	3433
Gotfredson 20 B	....	131°	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	McC	Zen	V	Rem	Rem	P. B&B	B-L 20	U	3	Spi	Cla B307	B	½	5.66	17.0	B	Sal 1546-E	Det	Gem	Van	Cle	3000
§Graham Bros. BC	885	126	P 30x5	P 30x5	Dodge	4-3⅞x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	5.10	21.08	A	Dod	Det	Dod	Cla	Kel	2515
Graham Bros. IC	1020	137	P 33x5	P 33x5	Dodge	4-3⅞x4½	24.0	L	SP	Non	McC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	5.10	21.08	A	Dod	Det	Ros	StM	Fir	2920
Gramm 233N.	....	133°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3485
Gramm 263N.	....	133°	P 30x5	P 30x5	Con 8R	6-3⅜x4½	27.3	L	FP	Han	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Ste	U	3	Pic	Sal A	B	¾	5.85	23.08	B	Sal D	Per	Ros	Ind	Fir	2900
Grass Premier 40	1650	130	P 30x5	P 30x5	Lyc C	4-4x5	25.6	L	PC	Non	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim	S	½	5.1	21.2	B	Con	Det	Ros	Van	Fir	2950
Grass Premier 40-6	1750	130	P 30x5	P 30x5	Lyc	6-3¼x4½	25.3	L	PC	Non	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim	S	½	5.1	21.2	B	Con	Det	Ros	Van	Fir	2950
Indiana 11	....	129½°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	McC	Str	G	A-L	A-L	P. B&B	B-L 31	U	3	Blo	Cla B365	S	½	5.1	24 48	A	Shu 5405	She	Ros	Bim	Fir	3300
Kenworth OS	2250	131	P 30x5	P 30x5	Bud WTU	4-3¾x5½	22.5	L	PC	Non	Own	Zen	V	Rem	Rem	D. B-L	B-L 31	U	3	Spi	She W 1002	W	½	6.00	28.8	A	She 33FA500	Lah	Ros	Smi	Fir	4100
King-Zeitler 25	....	134°	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	Eis	Bos A‡	D. B-L	B-L 31	U	3	Pic	Cla B365	B	½	5.1	24.5	A	Tim 1250	Tut	Ros	StM	Fir	3800
Kissel	....	140	P 34x5	P 34x5	Own	4-3⅞x5½	24.1	L	SP	Non	McC	Str	V	Rem	Rem	D. W-G	W-G T38L	U	3	Spi	Tim 6258	W	F	5.16	18.88	A	Tim-1452	Mat	Ros	Bim	Fir	3780
Kleiber	2600	130	S 34x4	S 34x7	Con J4	4-3¾x5	22.5	L	FP	Non	R-T	Str	V	Bos-A	Non	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	6.75	.....	A	Tim	Bet	Ros	Smi	Fir	.....
Kleiber	1800	140°	P 32x6	P 32x6	Con 8R	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	Del	Del	D. B-L	B-L 31	U	3	Spi	Tim 5620	B	F	6.42	.....	A	Tim 1250	Bet	Ros	Smi	Fir	3500
Larrabee A3	....	133	P 30x5	P 30x5	Con	6-3¼x4⅛	25.3	L	PC	Non	Fed	Zen	G	Rem	Rem	D. B-L	B-L	U	3	Spi	Sal	B	½	5.10	17.1	...	Sal	She	Gem	Smi	Fir	2900

Key of abbreviations, page 38

Trade Name and Model	General				Engine									Electrical System		Clutch	Gearset			Universals (Make)	Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Stand'rd Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds		Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1 Ton—Cont'd																															
Luedinghaus	....	130	P 34x4½	P 34x4½	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	G	Eis	A-L	D. B-L	B-L 31	U	3	.....	Wis 800G	W	½	.....	.....	A	Shu 5410	.....	Ros	Smi	Fir	2850
Master 11B	....	132	P 33x5	P 33x5	Bud WTU	4-3¾x5⅛	22.5	L	...	.....	.....	Zen	..	Bos-A	Bos-A	D. Ful	Ful SU	.....	3	Spi	Cla	S		5.0	.....	..	Tim	.....	Roe	.....	.....	.....
§Menominee	....	132	P 35x5	P 35x5	Wis SU	4-4x5	25.6	H	PC	Non	Per	Zen	V	Eis	Bos-A	P. B&B	Det KY400	U	3	Blo	Col	S	¾	4 58	18 3	A	Col	Tut	Lav	Std	Fir	2925
§Nash 2018	1595	130	S 34x4‡	S 34x5‡	Own 4	4-3¾x5¼	22.5	L	...	Sim	Lon	Str	G	Eis	A-L	P. B&B	D-G C	U	3	Own	Cla 1-D	I	D	6.80	21.8	D	Own 2018	Har	Lav	A-W	.....	3400
Ogden A2	....	125	P 34x5	P 34x5	Con N	4-3¾x5	22.5	L	PS	Non	Chi	Zen	V	Eis	Rem	D. B-L	B-L 30	U	3	Pic	Tim 6258	W	½	5.10	18.6	A	Tim 1250	Tut	Ros	Bim	Gdy	3100
O. K	1795	131	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Zen	V	Eis	Dyn	D. Ful	Ful TW3	U	3	Har	Tim 6258	W	½	6.75	.....	A	Tim 1250	Tut	Ros	Mot	Fir	3250
Parker Chariot	1750	140	P 33x5	P 33x5	Wis SU	4-4x5	25.6	H	PC	Non	Mod	Str	V	Eis	Eis	Ful	Ful SC10	U	3	Blo	Tim 5620	B	F	6.42	.....	A	Tim 12300	Tut	Ros	Bim	Fir	3250
Sandow G	....	120	S 33x5	S 33x5	Her OX	4-4x5	25.6	L	PS	Non	Chi	Str	G	Eis	Non	D. Ful	Ful TU¾	U	3	Spi	She	W	..	5.5	23.4	A	Shu 310	.....	Ros	Opt	Fir	3000
Sandow GA	....	130	S 32x6	S 32x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Str	G	Bos-A	A-L	D. Ful	Ful TU¾	U	3	Spi	She	S	½	5.5	15.6	A	Shu 310	Mar	Lav	Dis	Fir	3000
Schacht	....	132	P 30x5	P 30x5	Wis SU	4-4x5	25.6	H	PC	Non	Own	Zen	V	Bos-A	Non	D. Ful	Ful GU-7	U	4	Blo	Wis	...	...	6.00	28.8	A	Shu 510	She	Ros	.....	.....	3755
Service 25H	....	146	P 32x6	P 32x6	Bud WTU	4-3¾x5⅛	22 5	L	PC	Non	Own	Zen	V	Rem	Rem	P. B&B	B-L 31	U	3	M-E	Tim 5620	B	F	6.42	30.8	A	Shu 310-20	She	Ros	Smi	Fir	3900
Star Fleetruck	975	128	P 30x5	P 30x5	Con	6-2¾x4¾	18 2	L	PC	Non	Fed	Til	V	A-L	A-L	P. Own	Own	A	4	Spi	Sal	...	1½	5.1	19.3	A	Sal	Own	Gem	Bim	.....	2350
Stewart 16	1245	130	P 33x5	P 33x5	Lyc CT	4-3¾x5	22 5	L	FP	Non	Own	Zen	G	Rem	Rem‡	D. Ful	Ful SU-1	U	3	Spi	Cla B-365	B	¾	5.10	24.0	A	Col 3008	Det	Gem	Ind	Fir	2700
United 16	....	125	P 29x4½	P 29x4½	Wau	4-3½x4½	19.6	L	PC	Non	Per	Zen	G	A-L	A-L	P. B&B	W-G	U	3	Blo	Cla B-365	B	½	5.6	.....	A	Shu 5400	Det	Han	.....	Fir	2400
§U. S. U	1850	138	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	Bos-A	Bos-A	D. Ful	Ful LTU5	U	3	Blo	Cla B-501	B	½	6 25	25.0	A	Shu 350	She	Lav	Sch	Fir	3400
Wachusett S	....	152	S 34x5	S 34x5	Con 8R	6-3¾x4½	27.3	L	PC	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 30	U	3	Har	Tim 5511	W	¾	5.5	22.5	...	Tim 1250	Sav	Ros	Smi	Fir	3300
Yellow Cab T1	1450	130	P 33x5	P 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17 3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3130
Yellow Cab T-1	1550	150	S 33x5	S 33x5	Con V4	4-3¾x5	22.5	L	PS	Non	Lon	Zen	V	Bos-A	N-E	D. B-L	B-L 35	U	4	Spi	Tim 5516	B	½	5.37	17.3	B	Tim1341EGO	Mar	Gem	Mot	Fir	3210
Yellow Knight T2	1095	124	P 30x5	P 30x5	Kni V	4-3 1/16x5	18.9	X	PS	Non	Lon	Zen	G	Rem	Rem	P. B&B	Mun T23	U	3	Thei	Tim 5310-21	S	½	6.14	24.5	A	Tim 12300	Mar	Gem	Mot	Fir	2740
1¼ Ton																															
Acme 24	....	130	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	Non	Per	Zen	V	Bos-A	Bos-A	D. Ful	Ful	U	3	Blo	Col 53006	S	F	5.10	20.9	A	Col 5303	Det	Ros	Smi	Fir	3200
Biederman	....	154	S 34x5	S 34x6	Con 6M	6-3⅝x4½	27.3	L	PC	Han	Own	Zen	G	Del	A-L	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.2	35.0	A	Shu	Mat	Ros	StM	Non	3600
Clinton 20B	....	153	P 30x5	P 30x5	Wau V	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Blo	Cla B501	B	½	6.28	29.5	A	Shu 5405	Per	Ros	StM	Fir	3750
Clinton 20	....	153	P 30x5	P 30x5	W u V	4-4x5	25 6	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Blo	Tim 6258	W	½	6.25	30.0	A	Tim 1250	Per	Ros	StM	Fir	3750
Clydesdale 10A	....	154°	P 34x5	P 34x5	Con J4	4-3¾x5	22.5	L	FP	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6258	W	½	6 75	32.4	A	Tim 1250	Per	Ros	Smi	Fir	3250
Defiance G2	....	128	S 35x5	S 35x5	Con J4	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos-A	Bos-A	D. Ful	Ful SU2	U	3	Har	Eat 1000	B	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	2900
Defiance GL2	....	140	S 35x5	S 35x5	Con J4	4-3¾x5	22.5	L	PC	Non	Chi	Zen	V	Bos-A	Bos-A	D. Ful	Ful SU2	U	3	Har	Eat 1000	B	½	6.14	24.5	A	Col 7000	Det	Lav	StM	Fir	3050
Federal R-3	....	132	P 33x5	P 33x5	Con J4	4-3¾x5	22.5	L	FP	Non	Own	Zen	V	Eis	Rem	P. B&B	Det	U	3	Pet	Tim 6250	W	½	5.60	18.7	A	Tim 1250	.....	Gem	Dis	.....	2950
Gramm 233N	...	133°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	FP	Han	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3485
Gramm 263 N	....	133°	P 30x5	P 30x5	Con 8R	6-3⅝x4½	27.3	L	FP	Han	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1002	B	½	5.33	21.3	B	Col 5300	Mat	Ros	Smi	Fir	3585
Gramm-Bernstein 10	....	129	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Own	Zen	G	A-L	A-L	D. Mun	Mun T23	U	3	Pic	Sal A	B	¾	5.85	23.4	B	Sal D	Per	Ros	Ind	Fir	2900
Guilder B	....	132	P 30x5	P 30x5	Bud WTU	4-3¾x5⅛	22.5	L	...	.....	.....	G&O	Zen	G	Eis	Bos-A	B-L	B-L 31	.....	.....	.....	Cla 366	.....	...	5 5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3250
Guilder B-6	....	132	P 30x5	P 30x5	Con 8R	6-3⅝x4½	27.3	..	...	.....	.....	G&O	Zen	G	Eis	Bos-A	B-L	B-L 31	.....	.....	.....	Cla 366	.....	...	5.5	.....	...	Shu 5405	Mer	Ros	Ind	Fir	3000
Hahn B2	1650	132°	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	FP	Non	Chi	Str	G	Bos-A	Bos-A	D. B-L	B-L	U	3	Spi	Cla 365	B	½	5.0	.....	A	Tim 1250	She	Ros	Opt	Opt	2900
Int. Harvester S-24	.....	130	P 32x4½	P 32x4½	Lyc CT	4-3¾x5	22.5	L	PC	Non	Lon	Zen	G	Rem	Rem	P. Lon	Own	U	3	M. M.	Eat	B	½	5.33	.....	A	Eat	.....	CAS	.....	.....	.....
Int. Harvester S-26	.....	130	P 32x4½	P 32x4½	Lyc 4SG	6-3½x4½	29.3	L	PC	Non	Lon	Zen	G	Rem	Rem	P. Lon	Own	U	3	M. M.	Eat	B	½	5.33	.....	A	Eat	.....	CAS	.....	.....	.....
Lange K	1850	140	P 32x6	P 32x6	Con 11U	6-3¼x4⅝	25.3	L	PC	Non	K-T	Zen	V	A-L	A-L	D. B-L	B-L 31	U	3	Pet	Tim 5620	B	F	6 43	30 9	A	Shu 310	S.P.	Ros	Hoo	Fir	3900
Maccar 36	....	140	P 30x5	P 30x5	Bud HS	6-3⅝x4½	27.3	L	PC	Non	Lon	Zen	V	Rem	Rem	D. B-L	B-L	U	3	Pic	Eat 1002	B	½	5.35	22.6	A	Shu 5405	Row	Ros	Van	Fir	3350
Master 11	....	132	P 33x5	P 33x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Chi	Zen	G	Bos-A	Bos-A	D. Ful	Ful SU	U	3	Spi	Tim 5620	B	½	5.5	22.0	A	Tim	Det	Ros	StM	Fir	3200
Menominee HT	....	130	S 34x3½‡	S 36x5‡	Wis SU	4-4x5	25.6	H	PC	Mon	Own	Zen	V	Eis	Bos-A	D Det	Cot AAU	U	3	Spi	Wis	W	½	7.75	28.5	A	Shu	Tut	Ros	Std	Fir	3525
Patriot 17R	....	129	P 30x5	P 32x6	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Mod	Zen	V	Bos-A	Bos-A	P. B&B	.....	A	3	The	Tim 6258	W	½	5.6	22.8	A	Shu	Mar	Ros	Bim	Fir	3200
§Reo F	1090	130	P 33x5	P 33x5	Own F	4-4⅛x4½	27.2	D	PS	Non	Own	Joh	V	N-E	N-E	D. Own	Own	A	3	Own	Own	S	½	4.7	17.3	A	Own	Pen	Own	Mot	Fir	2855
Reo F	1240	130	P 33x5	P 33x5	Own T	6-3⅛x5	24.3	D	PS	Non	Own	Sch	V	N-E	N-E	D. Own	Own	A	3	Own	Own	S	½	4.7	17.3	A	Own	Pen	Own	Mot	Fir	2950
Republic 75	....	124°	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Str	V	Bos-A	Bos-A	D. Ful	Ful	U	3	U-M	Eat	I	D	5.65	22.6	A	Eat	Mat	Han	Van	Fir	2700
Ruggles 18	....	134	P 30x5	P 30x5	Lyc CT	4-3¾x5	22.5	L	PC	Non	Per	Zen	V	Rem	Rem	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	½	4.7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Ruggles 18	....	134	P 30x5	P 30x5	Lyc SG	6-3¼x4½	25.3	L	PC	Non	Per	Zen	V	Rem	Rem	D. B-L	B-L 20B	U	3	Spi	Col 34000	B	½	4 7	15.7	A	Col 1600	Det	Jac	Van	Fir	3000
Selden Pacemaker 24	....	144°	S 30x5	S 30x5	Con S4	4-4¼x4½	28.9	L	PC	Non	Own	Str	G	Bos-A	Bos-A	D. B-L	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
Selden Pacemaker 26	....	144°	S 30x5	S 30x5	Con 8R	6-3⅝x4½	27.3	L	PC	Non	Own	Str	G	Bos-A	Bos-A	D. B-L	B-L 31	U	3	.....	Cla	B	F	.....	.....	A	Cla	.....	Ros	Van	.....	3580
Stewart 16X	1370	130	P 33x5	P 33x5	Lyc	6-3¾x4½	25.3	L	FP	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful	U	3	.....	Cla	B	½	5.1	24.0	A	.....	.....	Gem	.....	Fir	2750
Stoughton C	....	131	P 34x4½	P 34x4½	Own	4-3⅝x4½	18.2	L	FP	Non	Per	Zen	V	Bos-A	Bos-A	D B-L	B-L 31	U	3	The	Col 53000	S	¾	5.87	25.3	A	Col 5300	Own	Ros	Bim	Gdy	2650
United 20	....	130	P 30x5	P 30x5	Her O	4-4x5	25.6	L	PC	.....	Per	Zen	..	Bos-A	A-L	D. B-L	B-L	U	3	.....	Cla	B	½	5.6	.....	A	Shu 5400	.....	Han	.....	Fir	2900
Victor 25	1635	131	P 33x5	P 33x5	Her O	4-4x5	25.6	L	PC	Non	Per	Zen	V	A-L	A-L	D. Ful	Ful SU12	U	3	Pic	Col 53000	S	¾	5.1	20.4	B	Col 5300	Det	Ros	Van	Fir	3000
1½ Ton																															
§Acme 36	....	136	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	FP	Non	Per	Zen	V	Bos-A	Bos A‡	D. Ful	Ful	U	3	Blo	Tim 5620	S	F	6.37	25.4	A	Tim 1460	Det	Ros	Smi	Fir	3600
§Armleder 30	....	148°	S 34x4‡	S 34x6,	Her OX	4-4x5	25 6	L	PC	Non	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39 0	A	Tim	She	Ros	Smi	Fir	4400
Armleder 30B	....	150°	S 34x4‡	S 34x6‡	Bud KBU-1	4-4x5¼	25 6	L	PC	Non	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	Smi	Fir	4400
Armleder 30-6	....	153°	S 34x4‡	S 34x6‡	Bud HS6	6-3⅝x4½	27.3	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	½	7.25	39.0	A	Tim	She	Ros	Smi	Fir	4500
Autocar A	....	136	P 32x6	P 32x6	Own	4-4x5½	25.6	L	SP	Non	Own	Str	...	L-N	L-N	P. Lon	B-L	U	3	Spi	Tim 5620BX	S	F	5.37	25.8	E	Tim 2337BX	S. P.	Han	.....	.....	4000
§Autocar F	....	97	S 34x4	S 34x6	Own	2-4¼x4½	18.1	L	SP	Non	Own	Str	G	Bos-A	.....	P Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	S 34x4	S 34x6	Own	2-4¼x4½	18.1	L	SP	Non	Own	Str	G	Bos-A	.....	P Own	Own F	A	3	Spi	Own F	R	F	8.3	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Biederman	....	166°	S 34x5	S 34x8	Con 6M	6-3⅝x4½	27.3	L	PC	Non	Own	Zen	G	Del	Del	D. B-L	B-L 31	U	3	Spi	Tim	W	½	7.75	38.0	A	Shu	Mat	Ros	StM	Non	4600

Brockway E	....	135	P 33x5	P 33x5	Wis SU	4-4x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Col 53009	B	¾	5.12	.....	A	Col	She	Gem	Van	Fir	3125
Brockway E8	....	153	P 32x6	P 32x6	Wis SU	4-4x5	25.6	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Col 53013	B	¾	A 12	.....	A	Col	She	Gem	Van	Fir	4000

| | | |

Key of abbreviations, page 38

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset			Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
1½ Ton—Cont'd																														
Service	....	151¼	S 36x4	S 36x7	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	Rem	P. B&B	B-L 35	A	4	Spi	Tim 6462	W	..	7.75	41 5	A	Tim 1526	She	Ros	Int	Fir	5350
Steinkoenig A	....	149	S 34x4	S 34x8	Wau V	4-4x5	25.6	L	FP	Wau	Own	Zen	V	Apo	L-N	D. B-L	B-L 35	U	4	Spi	Cla 720B	G	½	7.00	37.45	B	Shu 5410	Own	Ros	Smi	.....	5800
Sterling DW-8	....	142	S 32x6	S 32x6	Own V	4-4x5	25.6	L	PC	.....	Own	Zen	V	Eis	.....	D. B-L	B-L 31	U	3	Spi	Tim	W	½	5.0	24.0	..	Tim	Mat	Ros	.....	.....	4000
Stewart 17	1695	145	P 32x6	P 32x6	Lyc C	4-4x5	25.6	L	PC	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful LTU4	U	3	Spi	Cla B-501	B	¾	6.25	25.1	B	Col 7003	Det	Ros	Cla	Fir	3200
Stewart 17X	1795	145	P 32x6	P 32x6	Lyc	6-3¼x4½	25.3	L	FP	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful	U	3	.....	Cla	B	½	6.25	25.1	A	.....	Gem	.....	.....	Fir	3450
Stoughton J	....	140	P 32x6	P 32x6	Own	4-3⅝x5	21.0	H	FP	Non	Tyr	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Col 53000	S	¾	5.87	25.3	A	Col 5300	Own	Ros	Bim	Gdy	3250
Traylor B	1800	140	S 34x3½	S 34x6	Bud WU	4-3¾x5½	22.5	L	PC	Non	G&O	Zen	G	Spl	West	D. Cov	Cov MU8C	U	3	M-E	She W-1501	W	½	7.80	28.0	A	She 33FA500	Mer	Ros	Sch	.....	4300
§Union E	....	150	P 34x7	P 34x7	Wis Y	6-3⅝x5	27.3	L	PC	Non	G&O	Zen	G	Bos-A	Bos-A	D. Ful	Ful GU-14	U	4	U-M	Wis 460	R	½	6.0	28.8	B	Shu 5410	Mat	Jac	Ind	Fir	4420
§United 30	....	148	P 30x5	P 30x5	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	A-L	D B-L	B-L 31	U	3	Blo	Col 53000	B	¾	5.80	23.7	A	Shu 310	Det	Han	Van	Fir	2940
U. S. L	2100	148	P 32x6	P 34x7	Bud HS	6-3⅝x4½	27.3	L	PC	Non	Own	Str	V	A-L	A-L	.....	Ful	U	3	Blo	Cla 1D	I	D	7.60	30.4	A	Shu 350	She	Lav	Ind	Fir	4200
§U. S. N	1950	144°	S 36x3½	S 36x6	Bud	4-3¾x5⅛	22.5	L	PC	Non	Own	Str	V	Boe-A	Bos A*	D. Ful	Ful LTU5	U	3	Blo	Cla I-D	I	D	7.60	30.4	A	Shu 350	She	Lav	Sch	.....	4070
Victor 40	1995	135	S 34x3½‡	S 34x5‡	Her OX	4-4x5	25 6	L	PC	Non	Per	Zen	G	Eis	.....	D. Ful	Ful SU12	U	3	U-M	Wis 51	R	½	6.1	24 0	A	Shu 5410	Det	Ros	Smi	.....	4010
Wachusett J	....	148	S 36x6	S 36x6	Con J4	4-3¾x5	22.5	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Har	Tim 6352	W	¾	7.20	38.5	..	Tim 1452	Sav	Ros	Smi	Fir	3300
Wilcox HT	2550	156	S 36x4	S 36x5	Own BD	4-4¼x5	28.9	L	SP	Han	.....	Zen	G	Boe-A	Bos-A	D. B-L	Own 51	U	4	Spi	Tim 6566	W	½	7.25	38.8	B	Shu 550	Own	Ros	.....	Non	4600
Winther 15	1340	136	P 30x5	P 32x6	Northway	6-3⅛x5	23.4	L	PS	Non	Chi	Str	V	Bos-A	Bos-A	P. B&B	Dur	U	3	Pet	Tim	S	F	6.43	24 1	A	Col	Mat	Ros	Van	Fir	3000
Witt-Will NN	2575	144	S 34x3½	S 34x6	Con 84	4-4¼x4½	28.9	L	PC	Pie	Own	Zen	G	Eis	Non	D. B-L	B-L 35	U	3	Spi	Tim 16462D	W	½	7.00	30.3	A	Tim 1526	She	Ros	Are	Fir	4300
2 Ton																														
Atterbury 24R	....	150°	S 34x4‡	S 34x6‡	Bud KTU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	¾	6.5	31.1	A	Tim 1460	S.P	Gem	Are	Fir	4750
Autocar F	....	97	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos-A	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3800
Autocar G	....	120	S 34x4‡	S 34x6‡	Own	2-4¾x4½	18.1	L	SP	Non	Own	Str	G	Bos-A	.....	P. Own	Own F	A	3	Spi	Own F	R	F	8.30	33.2	A	Own F	Del	Ros	Hoo	.....	3900
Autocar FH	....	114	S 34x5‡	S 34x7‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.03	42.2	A	Own FH	Opt	Ros	Hoo	.....	5100
Autocar GK	....	138	S 34x5‡	S 34x7‡	Own H	4-4x5½	25.6	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own H	R	F	7.03	42.2	A	Own FH	Opt	Ros	Hoo	.....	5200
§Bethlehem GN	2495	137½	S 36x4	S 36x7	Own GN	4-4x5¼	25.6	L	PC	Pie	Bus	Zen	V	Bos-A	G&D	P. B&B	Ful	U	4	Spi	Wis 60A	R	½	7.75	37.2	A	She D343	Mat	Lav	Smi	.....	4100
Bridgeport AT	....	148	S 34x4	S 34x8	Bud WTU	4-3⅜x5⅛	22.5	L	PC	Non	G&O	Zen	V	Eis	Non	D. B-L	B-L 30	U	3	Spi	Tim 6462	W	½	7 00	.....	A	She 33FA500	S. P.	Ros	Jon	.....	4700
Brockway S	....	140	S 34x4	S 34x6‡	Wis SU	4-4x5	25 6	H	FP	Han	Bus	Zen	V	Eis	L-N	D. B-L	B-L 30	U	3	Spi	Tim 64600	W	¾	7.25	.....	A	Tim 1460	She	Ros	Hoo	Non	4625
Brockway SK	....	147	S 34x4	S 34x6‡	Con K4	4-4½x5¼	27 2	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	U	4	Spi	Tim 64600	W	¾	7.25	.....	A	Tim 1460	She	Ros	Hoo	Non	5000
Brockway SY	....	150	P 32x6	P 34x7	Wis 6Y	6-3⅜x5	27.3	H	FP	Non	G&O	Zen	V	Eis	L-N	D. B-L	B-L 35	A	4	Spi	Wis 460	R	F	6 3	..	E	Col 5214	She	Gem	Van	Fir	5145
Buck 44	....	160°	S 36x4‡	S 36x7‡	Con S4	4-4¼x4½	28 9	L	PC	Pie	Own	Zen	V	Boe-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	8.75	42 0	A	Tim 1460	Mat	Ros	Smi	Fir	5000
Buck 46	....	160°	S 36x4‡	S 36x7‡	Con 8R.	6-3⅜x4½	27.3	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 31	U	3	Spi	Tim 6462	W	½	8.75	42.0	A	Tim 1460	Mat	Ros	Smi	Fir	4800
§Clinton 45	....	163	S 34x4‡	DS34x4‡	Wau V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 35	A	4	Blo	Tim 6462	W	½	7.75	41 5	A	Tim 1520	Per	Ros	StM	.....	4875
Clydesdale 9	....	160°	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.75	41 46	A	Tim 1460	Per	Ros	Smi	Non	4600
Commerce S14	....	146°	S 36x4	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	Lon	Zen	V	Bos-A	Bos A*	D. B-L	B-L	A	4	Blo	Tim 6462	W	½	7.25	38.78	A	Tim 1460	Bea	Ros	Smi	Fir	3800
Concord GX	2800	150	P 32x6	P 34x7	Bud KBU	4-4x5¼	25.6	L	PC	Non	Own	Zen	V	Eis	A-L	D. B-L	B-L 35	U	4	Blo	Tim 5620	B	F	5.37	28.75	A	Tim 1460	She	Ros	Are	Fir	4600
Corbitt 40	....	148	P 36x6	S 36x7	Con S4	4-4¼x4½	28.9	L	FP	Non	MeC	Zen	V	Boe-A	Boe-A	D. B-L	B-L 35	U	4	Spi	Tim 6467SP	W	½	8.75	.....	B	Tim 1526	She	Ros	Smi	Fir	5195
Corbitt C	....	148	S 36x4‡	S 36x7‡	Con K4	4-4½x5¼	27.2	L	FP	Sim	MeC	Str	V	Eis	Bos A‡	D. B-L	B-L 35	U	4	Spi	Tim 6467SP	W	½	8.75	.....	B	Tim 1526	She	Ros	Smi	Fir	5265
Day-Elder H	....	144°	S 34x4‡	S 34x6‡	Bud WTU	4-3⅜x5⅛	22.5	L	PC	Non	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 31	U	3	Spi	Tim 64600D	W	½	7.75	37.2	A	Tim 1460	I.C.	Gem	Van	Fir	4300
Day-Elder HSM	....	144°	S 34x4‡	S 34x6‡	Bud KBU	4-4x5¼	25.6	L	PC	Non	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 31	U	3	Spi	Tim 64600D	W	½	7.75	37.2	A	Tim 1460	I.C.	Gem	Van	Fir	4500
Defiance E2	....	140	S 35x5	S 38x7	Con S4	4-4¼x4½	28.9	L	PC	Non	Chi	Zen	V	Bos-A	Bos-A	P. B&B	Ful GU10	U	4	Har	Wis 66	R	½	9.25	44.4	A	Col 7000	Det	Lav	StM	Fir	3865
Douglas	....	156°	P 32x6	P 36x8	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	Chi	Sch	V	Eis	A-L	D. Ful	Ful GU14	U	4	Blo	Wis 860	W	F	7.25	37.2	A	Tor AA2	Tem	Ros	Smi	Fir	5100
Douglas	....	168°	P 32x6	P 36x8	Bud DS6	6-3⅝x5	31.5	L	PC	Non	Chi	Sch	V	Eis	A-L	D. Ful	Ful GU14	U	4	Blo	Wis 660	R	F	5 33	25.58	A	Tor AA2	Tem	Ros	Smi	Fir	5350
Douglas	....	118	P 32x6	P 34x7	Bud KBU-I	4-4x5¼	25 6	L	PC	Non	Chi	Sch	V	Eis	A-L	D. Ful	Ful GU14	U	4	Blo	Wis 660	R	F	6.33	.....	A	Tor AA2	Tem	Ros	Smi	Fir	4500
Duplex A	....	160	S 34x4‡	DS34x7‡	Hin HAA	4-4x5¼	25.6	L	PC	Non	Mod	Str	V	Eis	Wes	D. B-L	B-L	U	3	Pet	Tim	W	½	7.75	30.0	A	She D343	.....	Ros	Mot	Fir	4400
Eagle 102	....	134°	P 34x5	P 34x5	Bud WTU	4-3¾x5⅛	22 5	L	PC	Opt	Own	Zen	G	Eis	Bos A‡	D. Cov	Cov JUC	U	3	Pet	Wis 51	R	½	7.75	.....	A	Col 7000	Cha	Ros	Bim	Fir	3800
Federal S1	....	144°	S 34x4	S 34x5	Kni	4-3⅝x4½	21.0	X	PC	Mon	Own	Zen	V	A-L	A-L	P. B&B	Own	A	4	U-M	Tim 6462	W	½	7.25	36.2	A	Own	Mat	Gem	Mot	.....	3300
§Gary G16	2790	144	S 36x4	S 36x7	Bud KBU-1	4-4x5¼	25.6	L	PC	.....	Chi	Str	V	Eis	Non	D. Ful	Ful TU-3	U	3	Blo	Tim 6462	W	½	7.75	23.7	A	Tim 1520	Det	Ros	Pru	Gdy	4500
Gotfredson 41	....	146½°	S 36x4‡	S36x8‡	Bud KBU-1	4-4x5¼	25.6	L	PC	Non	MeC	Zen	V	Bos-R	Rem	P. B&B	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.7	B	Tim 1460	Det	Gem	Smi	Fir	5300
Gotfredson 46	....	156½°	S 36x4‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	MeC	Zen	V	Bos-R	Rem	P. B&B	B-L 35	U	4	Spi	Tim 64600SP	W	½	7.25	38.7	B	Tim 1460	Det	Gem	Smi	Fir	5500
Graham Bros. OC	1445	137	P 32x6	P 34x7	Dodge	4-3⅞x4½	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	6.28	26.0	A	Cla	Det	Ros	Cla	Fir	3295
Graham Bros. OCR	1445	137	P 34x5	DP34x5	Dodge	4-3⅞x4½	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	6.28	26.0	A	Cla	Det	Ros	Bud	.....	3345
Graham Bros. TC	1515	162	P 32x6	P 34x7	Dodge	4-3⅞x4½	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	6.28	26.0	A	Cla	Det	Ros	Cla	Fir	3445
Graham Bros. TCR	1515	162	P 34x5	DP34x5	Dodge	4-3⅞x4½	24.0	L	SP	Non	MeC	Ste	V	N-E	N-E	D. Dod	Dod Spec.	U	3	U-P	Own	S	½	6.28	26.0	A	Cla	Det	Ros	Bud	.....	3490
Gramm 443N	....	133°	P 32x6	P 32x6	Lyc C4	4-4x5	25.6	L	FP	Non	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1502	B	½	6 33	25.3	B	Col 5300	Mat	Ros	Smi	Fir	3740
Gramm 463N	....	133°	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	FP	Han	Own	Zen	G	A-L	A-L	D. Cov	Cov	U	3	Blo	Eat 1502	B	½	6 33	25.3	B	Col 5300	Mat	Ros	Smi	Fir	3840
Gramm Bernstein 115S	....	149½°	P 30x5	P 30x5	Con 11U	6-3¼x4¾	25 3	L	PC	Non	Own	Zen	G	A-L	A-L	D. Ful	Ful SU12	U	3	Blo	Cla B501	B	½	6 28	25 12	B	Col 5300	Per	Ros	Cla	Fir	3750
Grant Premier 70	2550	144	S 34x5	S 34x7	Wau FU	4-4x5¾	25.6	L	PC	Opt	Chi	Str	V	Eis	Eis	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36 2	B	Shu	Det	Ros	Smi	Fir	4400
Grass Premier 70-6	3250	144	S 34x5	S 34x7	Wau	6-4x5¾	38.4	L	PC	Opt	Chi	Str	V	Eis	Eis	D. B-L	B-L 35	U	4	Spi	Tim 6462	W	½	7.25	36.2	B	Shu	Det	Ros	Smi	Fir	4400
Guilder E	....	152	S 34x4	S 36x8	Bud KBU-1	4-4x5¼	25.6	L	PC	Pie	G&O	Zen	G	Eis	Bos-A	D. B-L	B-L 51	U	4	M-E	Wis 660	R	F	7.75	41.0	..	Shu 5410	Mer	Ros	Van	Non	5100
Hahn K	....	142°	S 36x4	S 36x7	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-A	Del	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.75	.....	A	Tim 1526	Tut	Lav	.....	Fir	4700
Huffman BC	2795	140	S 34x4	S 34x6	Con S4	4-4¼x4½	28.9	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9 66	38.67	A	Shu	Tut	Lav	.....	.....	4160
Huffman BH	2295	140	S 34x4	S 34x6	Her OX	4-4x5	25.6	L	FP	.....	Chi	Zen	V	Eis	.....	D. Ful	Ful SU12	U	3	Spi	Own	W	½	9 66	38.67	A	Shu	Tut	Lav	.....	.....	4160
Hug HA4	....	118	P 34x5	DP34x5	Bud WTU	4-3¾x5⅛	22.5	L	PC	Non	Per	Zen	V	Spl	.....	D. Ful	Ful	U	4	Blo	Wis	R	½	7 2	28.8	A	Wis	Cha	Ros	Van	Fir	4360
§Indiana 14A	....	117¼	P 30x5	P 34x7	Her OX	4-4x5	25 6	L	PC	Non	Lon	Str	G	Eis	A-L‡	P. B&B	B-L‡‡	U	4	Blo	She W-1501	W	½	8.50	34.77	A	She 33FA500	She	Ros	Smi	Fir	3900
Indiana 15	....	145°	S 34x4	S 34x7	Her OX	4-4x5	25.6	L	PC	Non	Lon	Str	G	Eis	A-L‡	P. B&B	B-L‡‡	A	4	Spi	She W-1501	W	½	8.50	34.77	A	She 33FA500	Bea	Ros	Bim	.....	4113

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Key of abbreviations, page 38

Trade Name and Model	General				Engine									Electrical System		Clutch	Gearset				Rear Axle			Gear Ratios		Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
	Chassis Price	Standard Wheelbase (inches)	Tire Size: Front (inches)	Tire Size: Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System: Carburetor (Make)	Fuel System: Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low						
2½ Ton—Cont'd																															
§Gary E25	3350	148	S 36x8	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Chi	Str	V	Eis	.....	D. Ful	Ful	U	4	Blo	Tim 6566	W	F	8.50	41 0	A	Tim 1544	Mar	Ros	StM	Gdy	5500
G.M.C. K-52A	....	146	S 36x4‡	S 36x10‡	Own	4-4x5½	25 6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8 50	66.6	A	Tim 1542B	Det	Own	Day	.....	5780
G.M.C. K-52B	....	158	S 36x4‡	S 36x10‡	Own	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8.50	66 6	A	Tim 1542B	Det	Own	Day	.....	5820
G.M.C. K-52C	....	193	S 36x4‡	S 36x10‡	Own	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6560	W	F	8.50	66.6	A	Tim 1542B	Det	Own	Day	.....	5845
Gotfredson 51	....	146 7/16°	S 36x5‡	S 36x10‡	Bud KBU-I	4-4x5¼	25.6	L	PC	Non	McC	Zen	V	Bos-R	Rem	P. B&B	B-L 35	U	4	Spi	Tim 65700SP	W	F	7.75	41.5	B	Tim 1460	Det	Gem	Day	Fir	5300
Gotfredson 56	....	156 13/16°	S 36x5‡	S 36x10‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	McC	Zen	V	Bos-R	Rem	P. B&B	B-L 35	U	4	Spi	Tim 65700SP	W	F	7.75	41.5	B	Tim 1460	Det	Gem	Day	Fir	5500
Gramm 544N	....	150°	S 36x4‡	S 36x7‡	Lyc C4	4-4x5	25.6	L	FP	Non	Own	Zen	G	A-L	A-L	D Ful	Ful GU	U	4	Blo	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4200
Gramm 564N	....	150°	S 36x4‡	S 36x7‡	Con 8R	6-3⅜x4½	28.9	L	FP	Han	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4300
Gramm 564N Spec	....	150°	S 36x4‡	S 36x7‡	Con 6B	6-3⅜x5	33.7	L	FP	Pie	Own	Zen	G	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 70A	R	½	7.75	37.2	B	Col 5200	Mat	Ros	Smi	Non	4800
Gramm-Bernstein 125	....	144°	S 36x4‡	DS36x4	Con S4	4-4¼x4½	28	L	FP	Non	Own	Str	G	Eis	A-L	D. Ful	Ful	U	4	Own	She	W	½	8.66	41 57	..	She	Per	Ros	.....	.....	5440
Grass Premier 80	3350	167°	S 36x4‡	S 36x8	Wau CU	4-4½x5¾	30 6	L	PC	Wau	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	½	8.25	46.0	B	Con	Det	Ros	Bim	Fir	5400
Grass Premier 55	2600	150°	P 32x6	P 36x8	Lyc C	4-4x5	25.6	L	PC	.....	Chi	Str	V	Bos-A	Bos-A	D B-L	B-L 35	A	4	Spi	.....	S	½	7.00	38.0	B	Shu	Det	Ros	Van	Fir	4800
Grass Premier 80-6	4150	167°	S 36x4‡	S 36x8	Wau	6-4½x5¾	48.6	L	PC	Wau	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	½	8.25	46.0	B	Con	Det	Ros	Bim	Fir	5400
Grass Premier 55-6	2750	150°	P 32x6	P 36x8	Lyc	6-3⅜x5	31 5	L	PC	.....	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 35	A	4	Spi	.....	S	½	7.00	38.0	B	Shu	Det	Ros	Van	Fir	4800
Guilder E6	....	160	P 32x6	P 36x8	Con 6B	6-3⅜x5	33.7	L	PC	Pie	G&O	Zen	G	Bos-A	Bos-A	D. B-L	B-L	U	4	M-E	Wis 660	R	F	7.75	.....	A	Shu 5410	Mer	Ros	Van	Non	....
Hahn K Spec	....	144°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Str	G	Bos-A	Del	D. B-L	B-L	U	4	Spi	Tim 6560	W	F	8.5	.....	A	Tim 1526	Mer	Ros	Opt	Opt	4900
Harvey WFC	....	150°	S 36x5‡	S 36x10‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 55	A	7	Spi	Tim 65660D	W	F	9.25	87.9	A	Tim 1544B	Bea	Ros	Int	Non	6800
Hawkeye 56	3800	210°	S 36x5‡	S 36x8‡	Bud BUS	6-4x5⅛	38.4	L	PC	Non	Per	Zen	G	Bos-R	Rem‡	D. Ful	Ful HU	U	4	Pic	Wis 1400	R	F	6.86	37.4	A	Shu 5550	Det	Ros	Van	Fir	5900
Hawkeye 50	3100	Opt	S 36x5‡	S 36x8‡	Bud EBUI	4-4¼x5½	28.9	L	PC	Sim	Per	Zen	G	Bos-R	Del†	D. Ful	Ful HU	U	4	Pic	Wis 8800	R	F	8.6	54.2	A	Shu 5550	Det	Ros	Van	Fir	5400
Hug H4K	....	121	P 36x6	DP36x6	Bud KTU	4-4x5¼	25.6	L	PC	Han	Per	Zen	V	Spl	Non	D. Ful	Ful	U	4	Blo	Wis	R	F	7.75	37.2	A	Wis	Cha	Ros	Smi	Fir	5065
Kearns CL	....	158	S 36x4	DS36x8‡	Her L	4-4½x5¾	32.4	..	SP	.....	Own	Zen	..	.....	.....	D. Ful	Ful	U	4	.....	She	I	½	.....	.....	A	She	.....	Ros	.....	.....	5400
Kelly-Springfield KS25	....	153	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Del Wes	P. B&B	B-L 55 Max	A	7	Pet	Own	W	½	7.75	73.6	A	Own	Mat	Ros	Smi	.....	6000
King Zeitler 45	....	156°	S 36x5‡	S 36x8‡	Con S4	4-4¼x4½	28.9	L	FP	Mon	Chi	Str	G	Eis	Bos A‡	D. B-L	B-L 35	U	4	Pic	Tim 6566	W	F	9.25	49.5	A	Tim 1544B	Tut	Ros	StM	Fir	5400
Kissel	....	168	S 36x4	S 36x8‡	Own 50000	4-4¼x5½	28.9	L	SP	Pie	McC	Str	V	Eis	Rem‡	D. W-G	Ful G7	A	4	Spi	Tim 6566	W	F	8.50	40.8	..	Tim 1544B	Mat	Ros	Pru	Std	5100
Kleiber	3850	163	S 36x5‡	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D. B-L	B-L 51	A	4	Spi	Tim 65660D	W	F	7 75	41 5	A	Tim 1544B	Bet	Ros	Smi	.....	6500
Lange E	3650	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65660D	W	F	9.25	49.5	A	Tim 1544B	S.P	Ros	Hoo	Opt	5950
Larrabee XH	....	173	P 32x6	DP32x6	Con 6B	6-3⅜x5	33 7	L	PC	Opt	Fed	Zen	G	Rem	Rem	D. B-L	B-L 35	U	4	Spi	Tim 65660	W	F	6 75	36.2	A	Shu 5550	She	Ros	Smi	Fir	5006
Larrabee K-5	....	176°	S 36x4‡	S 36x8‡	Con L4	4-4½x5½	32.4	L	FP	Pha	R-T	Zen	G	Bos-A	Non	D. B-L	B-L 51	A	4	Spi	She W-22	W	½	7.75	47.0	A	She D-370	She	Ros	Smi	.....	5700
Luedinghaus	....	145°	S 36x4‡	S 36x8‡	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Zen	..	Eis	Non	D. Ful	Ful GU14	U	4	Spi	Tim 65660D	W	F	.....	.....	A	Shu 510	Tut	Ros	Smi	.....	4900
Mack AB	....	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	*8.98	43.5*	B	Own AB	Mer	Own	.....	.....	.....
Mack AB	....	146½°	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	R	F	*9.25	44.9*	B	Own AB	Mer	Own	.....	.....	.....
Master 41	....	154°	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	..	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful G	A	4	Spi	Tim 65660D	W	.....	.....	.....	A	Tim 1544	.....	Ros	.....	.....	6400
Menominee D	....	144	S 36x4‡	S 36x8‡	Wis TAU	4-4x6	25.6	L	PC	Mon	Own	Str	G	Eis	Bos A‡	D. Det	Cot AU	U	4	Spi	Wis 8001	W	½	8 60	45 0	A	Shu	Tut	Ros	Std	Fir	4870
Moreland EXX4	3650	162	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 51	A	4	Pet	Tim	..	F	7.25	38 8	..	Tim	U.S.	Ros	Smi	Fir	5450
Moreland EXX6	3650	162	S 36x4	S 36x8	Con 6M	6-3⅜x4½	27.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 51	A	4	Pet	Tim	..	F	7.25	38 8	..	Tim	U.S.	Ros	Smi	Fir	5500
National 23	3725	178	P 36x6	DS36x6‡	Wau V	4-4x5	25.6	L	PC	Non	McK	Zen	G	Bos-A	Bos-A	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	8.5	45 5	A	Tim 1520	Mat	Ros	Van	Fir	5000
Netco B	3500	169°	S 36x5‡	S 36x101	Her L	4-4½x5¾	32.4	L	PC	Opt	Bug	Zen	V	Bos-A	Bos-A	D. B-L	B-L 51	A	4	Pet	Tim 65660D	W	F	8.5	45 4	A	Tim 1544B	Mat	Ros	Smi	.....	6000
Noble B31	2900	160	S 36x4‡	S 36x7‡	Bud KTU	4-4x5¼	25.6	L	PC	Pie	Chi	Str	V	Spl	Bos-A	D. Ful	Ful GU14	U	4	M-E	She 103	W	½	8 66	41 5	A	She D-343	Tut	Law	Bim	Fir	4850
Ogden E2	....	160	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Chi	Zen	G	Eis	Rem	D. B-L	B-L 51	A	3	Pic	Tim	W	F	7.75	26 0	A	Tim	Tut	Ros	Smi	Non	5600
O. K.	3250	150	S 36x4	S 36x8	Bud EBU-I	4-4½x5½	28.9	L	PC	Pie	R-T	Zen	V	Eis	.....	D. Ful	Ful GU7	U	4	Har	Tim 6566	W	F	9.25	.....	..	Shu 550	Tut	Ros	Bim	Gdy	5350
O. K. Oil Spec	3850	164	S 36x5	S 36x10	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Zen	V	Eis	Wis	D. Ful	Ful	A	4	Har	Tim 6566	W	F	9.25	57.3	A	Shu 610	Tut	Ros	Bim	Gdy	6550
Old Reliable	....	147	S 34x4	S 36x10	Wis VAU	4-4½x6	32.4	L	PC	K.P.	Chi	Str	V	Bos-A	Non	D. Ful	Ful	A	4	Pet	Tim	W	F	Opt	.....	A	Tim	She	Ros	StM	Non	6100
Oshkosh BO	3625	146	P 40x8	P 40x8	Her OX	4-4x5	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	Pet	Own BO	B	F	8 00	43 0	B	Own BO	Tut	Ros	Rov	Fir	5400
Oshkosh BBO	3725	165	P 40x8	P 40x8	Her OX	4-4x5	25.6	L	FP	Dup	Own	Str	V	A-L	A-L	D. B-L	B-L 51	U	4	Pet	Own BBO	B	F	8 00	43 0	B	Own BBO	Tut	Ros	Rov	Fir	5800
Oshkosh M	2790	146	S 36x6‡	S 36x8‡	Her OX	4-4x5	25.6	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Wis F65B	R	F	9 25	49.5	A	Wis 20	Tut	Han	Van	Gdy	5275
Oshkosh MM	2890	170	S 36x6‡	S 36x8‡	Her OX	4-4x5	25 6	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 51	U	4	Blo	Wis F65B	R	F	9 25	49.5	A	Wis 20	Tut	Han	Van	Gdy	5350
Parker Heavy Duty	2750	150	S 34x4	S 36x8	Wis UAU	4-4¼x6	28.9	L	PC	Pie	Own	Str	V	Eis	.....	Ful	Ful G7	A	4	The	Tim 65660D	W	F	8 66	.....	B	Tim 1544B	Tut	Ros	Bim	Fir	5400
Patriot 50	...	156	S 36x5	S 36x10‡	Hin 400	4-4x5¼	25.6	L	PP	Non	Own	Zen	V	Bos-A	.....	D. B-L	B-L 51	A	4	The	Tim 6566	W	F	9.25	49.5	A	Shu	Mar	Ros	Bim	Fir	5300
Ruggles 42	....	152	S 34x4	S 34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Boe-A	Rem‡	D. B-L	B-L 35	U	4	Spi	Wis 6600B	R	F	7.0	37.4	A	Shu 5410	Det	Jac	Van	Fir	4300
Sandow	....	165	S 36x4	S 36x8	Her K	4-4¼x5¼	28.9	L	PC	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 35	U	4	Spi	Tim 6566	W	F	9.25	37.0	..	Tim 1540B	.....	Ros	.....	.....	4600
Sanford W6 20	....	185	S 34x7	S 34x7	Con 6B	6-3¾x5	33.7	L	PC	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	U	4	Spi	She	W	½	7 8	23.6	A	She	She	Ros	Van	Gdy	4600
Sanford W4-25A	....	156	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 21	W	½	8.75	42.0	A	She D370	She	Ros	Van	.....	6100
§Sanford W-4-25B	....	174	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful	A	4	Spi	She 21	W	½	8.75	42.0	A	She D370	She	Ros	Van	.....	6250
Schacht LO	3800	160	S 36x5	S 36x10	Wis RCU	4-4½x6	32 4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own	A	4	Spi	Own	R	F	8 5	40.4	B	Own	She	Own	Day	.....	6400
Selden 44	....	157	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pha	Lon	Str	G	Bos-A	Bos-A	D. B-L	B-L	A	4	Blo	Own	B	½	8 00	42.8	A	Tim	Det	Ros	Smi	.....	4740
Service 61	....	164	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	Non	Own	Str	V	Eis	Rem	P. B&B	B-L 51	A	4	Spi	Tim 6566	W	F	7.75	41.5	A	Tim 1544B	She	Ros	Int	.....	6126
Standard 2½-3½K	....	147°	S 36x4‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	B. B-L	B-L 35	A	4	Spi	Tim 6566	W	F	8 50	45.4	A	Tim 1542B	Eat	Gem	Day	.....	5400
Standard 2½-3½KS	....	147°	S 36x4‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Sim	Lon	Str	G	Eis	Bos A‡	D. B-L	B-L 55	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1542B	Eat	Gem	Day	.....	5488
Steinkoenig B	....	156	S 36x4	S 36x10	Wau CU	4-4½x5¼	30.6	L	FP	Wau	Own	Zen	V	Apo	L-N	D. B-L	B-L 55	U	4	Spi	Tim 6570D	W	F	8.50	41.4	B	Shu 5550	Own	Ros	Day	.....	6800
Steinkoenig C	....	156	S 36x5	S 36x12	Wau CU	4-4½x5¼	30.6	L	FP	Wau	Own	Zen	V	Apo	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6570D	W	F	8.50	80.75	B	Shu 5550	Own	Ros	Day	.....	7200
Sterling DW-12	....	142	S 36x4	S 36x7	Own V	4-4x5	25.6	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 35	U	4	Spi	Tim	W	½	7.25	38.8	..	Tim	Mat	Ros	Hoo	.....	5100
Stewart 19	3200	165	S 36x4	S 36x8	Lyc	6-3⅞x5	36 2	L	PS	Non	G&O	Zen	V	Rem	Rem	D. Ful	Ful	U	4	Spi	Tim	W	F	7.25	43.2	A	Sal	Own	Gem	Cla	Fir	4600
Twin City BW	2975	163½	S 36x5‡	S 36x10‡	Own TW	4-4¾x6	28.9	H	PC	Own	Mod	Str	V	Bos-A	N-E‡	P. B&B	Ful G7	A	4	Spi	Cla 2D	I	D	8.00	38.4	..	Shu 550	Mat	Ros	Bim	Fir	5625
Union FLW&FW	....	155	S 36x5	S 36x10	Wis TAU	4-4x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful GU-14	U	4	U-P	Wal 25A	R	F	.....	37.7	..	She D370	Mat	Jae	Pru	Gdy	5900

Union F	....	155	S 36x5	S 36x10	Wis TAU	4-4x6	25.6	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful GU-14	U	4	U-P	Wis 88EF	W	F	.....	.....	..	She D370	Mat	Jac	Smi	Gdy	5900
United 50	....	156	S 34x4	S 34x8	Her OX	4-4x5	25.6	L	PC	Non	Per	Str	G	Eis	.....	D. B-L	B-L 35	U	4	Blo	Wis 660	R	F	7.75	41.5	A	Shu 510	Det	Han	Van	.....	4120
U. S. R.	2975	156°	S 36x4‡	DS36x4	Hin 400	4-4x5¼	25.6	L	PC	Hin	Own	Str	V	Spl	Bos A‡	D. B-L	B-L 51	A	4	Blo	She W-21	W	½	8.70	46 5	A	Shu 510	She	Lav	Sch	.....	5500
Victor 70	2925	156	S 36x4‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	.....	D. Ful	Ful GU12	U &A	8	U-M	Wis 88EF	R	F	8.66	200 0	A	Shu 5550	Det	Ros	Smi	.....	5800
Victor 60	2675	156	S 36x4‡	S 36x8‡	Her OX	4-4x5	25.6	L	PC	Pie	Per	Zen	G	Eis	.....	D. Ful	Ful GU12	U	4	U-M	Wis 88EF	R	F	8.66	41.6	A	Shu 5550	Det	Ros	Smi	.....	5400
Wachusett L	....	170	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	G&O	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	U	4	Har	Tim 6560	W	F	7.75	41.5	..	Tim 1542	Sav	Ros	Smi	Fir	5200
Ward La France 2B	....	170	S 36x4	DS36x4	Wau CU	4-4¾x5¼	30.6	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 51	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Hoo	.....	5900
White 51	3750	170°	S 36x5‡	S 36x8‡	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	4	Spi	Own	R	½	7.53	37.5	B	Own	.....	Own	.....	.....	5700
Wilcox ZT	3000	156	S 36x4	S 36x3½	Own CC	4-4¼x5	28.9	L	PC	Han	Lon	.....	G	Bos-A	Bos-A	D. B-L	Own 15	U	4	Spi	Tim 6566	W	F	9.25	49.5	B	Shu 550	Own	Ros	Cla	.....	5000
Winther 44	3200	161	S 34x5‡	S 34x7‡	Wis	4-4½x5	27.2	H	FP	Non	Own	Str	V	Bos-A	Bos-A	D. Ful	Ful	U	4	Pet	Cla	I	D	7.00	39.0	A	Col	Mat	Ros	Van	Fir	4375
Witt-Will S	3100	146	S 36x4‡	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Tim 6566D	W	F	8.25	40.0	A	Tim 1544B	She	Ros	Are	Non	5300
3 Ton																																	
Armleder 60	....	152°	S 36x5‡	S 36x10‡	Bud EBU-1	4-4¼x5½	28.9	L	PC	Han	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	F	10.5	56.2	A	Tim	She	Ros	Smi	Fir	5800
Armleder 60-6	....	158°	S 36x5‡	S 36x10‡	Bud BUS	6-4x5⅛	38 4	L	PC	Non	Own	Zen	V	A-L	A-L	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49 5	A	Tim	She	Ros	Smi	Fir	.....
Autocar HPDS	....	114	S 34x5‡	S 36x10‡	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6000
Autocar CHPDS	....	150	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Opt	Ros	Hoo	.....	6200
Bridgeport R	....	160	S 36x5	S 36x10	Bud ETU	4-4¼x5½	28.9	L	PC	Non	G&O	Zen	V	Eis	Non	D. B-L	B-L 35	U	4	Spi	Tim 65660D	W	F	8.75	.....	A	She D370	S.P.	Ros	Jon	...	5800
Brockway K	....	153	S 36x4	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 35	A	4	Spi	Tim 65660D	W	F	7.75	.....	A	Tim 1526	She	Ros	Day	Non	5260
Brockway K16	....	154⅜	S 36x4	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 65660D	W	F	7.75	.....	A	Tim 1526	She	Ros	Day	Non	5260
Brockway KR	....	156	S 36x4	S 36x8‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	4	Spi	Tim 65660D	W	F	7.75	.....	A	Tim 1526	She	Ros	Day	Non	5760
Brockway KHB	....	163	S 36x4	P 36x8	Wis HB	6-3¾x5	33.7	H	FP	Non	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 65660D	W	F	7.75	.....	A	Tim 1526	She	Ros	Day	Non	5650
Buck 64	....	163°	S 36x5‡	S 36x10‡	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1544	Mat	Ros	Smi	Fir	6100
Buck 66	....	163°	S 36x5‡	S 36x10‡	Con 6B	6-3¾x5	33 8	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 6566	W	F	9.25	87.8	A	Tim 1644B	Mat	Ros	Smi	Fir	6100
§Clinton 65	....	184	S 34x5‡	DS34x5‡	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 55	A	4	Blo	Tim 6566	W	F	8.50	45 5	A	Tim 1544B	Per	Ros	StM	.....	5925
Clydesdale 6	....	163°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5850
Clydesdale 6X	....	163°	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	9.25	49.4	A	Tim 1544B	Per	Ros	Smi	Non	5700
Commerce 26	....	176	P 36x6	P 40x8	Con 6B	6-3¾x5	33.7	L	PC	Non	Per	Zen	V	Bos-A	Bos-A	D. B-L	B-L	A	4	Blo	Tim 6566	W	F	7.75	41.4	A	Tim 1526	Bea	Ros	Smi	Fir	5600
Concord	....	150°	T 36x6	S 36x10	Bud EBU	4-4¼x5½	28.9	L	PC	Pie	Own	Zen	V	Eis	Opt	D. B-L	B-L 51	U	4	Blo	Tim 6570S	W	F	9.25	49.38	B	Tim 1544B	She	Ros	Are	Fir	5800
Corbitt R	....	160	S 36x4‡	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos A‡	D. B-L	B-L 51	U	4	Spi	Tim 65660SP	W	F	9.25	55.1	B	Tim 1544B	She	Ros	Smi	.....	6160
Day-Elder J	....	156	S 36x5‡	S 36x10‡	Bud EBU	4-4¼x5½	28.9	L	PC	Mon	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 51	U	4	Spi	Tim 65600D	W	F	9.25	49.5	A	Tim 1544B	I.C.	Gem	Van	Fir	6500
Defiance H2	....	160	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos-A	Bos-A	D. Ful	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5140
Defiance HL2	....	175	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos-A	Bos-A	D. Ful	Ful GU12	U	4	Spi	Wis 88E	R	½	9.50	45.6	A	Tim	Det	Lav	StM	.....	5340
Defiance H3	....	135	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	PC	Mon	Chi	Zen	V	Bos-A	Bos-A	D. Ful	Ful GU12	U	4	Spi	Wis 120FG	R	½	9.50	45.6	A	Tim	Det	Lav	Smi	.....	5200
Denby 35	....	155	S 36x4	S 36x8	Con K4	4-4½x5¼	27.2	L	PC	...	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	I	D	8.15	45 3	..	Con	Det	Ros	Smi	.....	5090
Double Drive TT	4000	144	S 36x6‡	S 36x6‡	Bud ETU	4-4¼x5½	28.9	L	PC	Pie	Lon	Zen	V	Spl	Opt	D. Det	Own D. T. P	A	4	Own	Own D.T.P.	W	½	8.50	39.5	B	Own FTT	Tut	Ros	Std	.....	6250
Douglas	....	156°	S 36x5‡	S 36x10‡	Bud EBU-1	4-4¼x5½	32 4	L	PC	Opt	Chi	Sch	V	Eis	Opt	D. Ful	Ful GU14	U	4	Blo	Wis 9890	W	F	8.66	41.59	A	Shu 550	Tem	Ros	Smi	Non	6500
Douglas	....	189	P 38x7	DP38x7	Bud BUS	6-4x5½	38.4	L	PC	Opt	Chi	Sch	V	Eis	Opt	D. Ful	Ful GU14	U&A	8	Blo	Wis 88EF	R	F	6.16	50.3	A	Shu 550	Tem	Ros	Van	Fir	6800
Duplex AC	....	165	S 34x5‡	DS36x8‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Opt	Mod	Zen	V	Eis	Opt	D. B-L	B-L 51	U	4	Pet	Tim	W	F	7.75	45.4	A	Shu	.....	Ros	Mot	Fir	5300
Eagle 105	....	130°	S 34x5‡	S 34x8‡	Bud KTU	4-4x5¼	25.6	L	PC	Opt	Own	Zen	G	Eis	.....	D. Cov	Cov RUP4C	U	4	Pet	Wis 88EF	R	F	8.8	31.8	A	Col 7000	Cha	Ros	Stm	Fir	5150
Fageol 340	4200	172	S 36x5	DS36x5	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 51 & 60	U	4	Spi	Tim 6570	W	F	7.75	41.4	A	Tim 1544B	Mat	Ros	Van	.....	7000
Fageol 360	4887	172	P 36x6	DP36x6	HaS	4-4¼x5½	28.9	H	PC	..	Lon	Zen	V	Del	Del	D. B-L	B-L 51 & 60	U	4	Spi	Tim 6570	W	F	5.60	59.5	A	Tim 1544B	Mat	Ros	Bud	.....	6500
Federal 2B6	....	190	P 32x6	DP32x6	Con 6B	6-3¾x5	33 7	L	PC	Non	Mod	Zen	V	Eis	Rem	P. B&B	B-L 55	A	4	Spi	Tim 6566	W	F	6.75	.....	A	Own	Mat	Gem	Smi	Fir	5400
F. W. D. B	4200	124	S 36x6‡	S 36x6‡	Wis A	4-4¾x5½	36.1	T	PC	Pie	MeC	Str	G	Eis	N-E‡	O. H-S	Cot DAF	A	3	Own	Own B	B	F	8.90	35.6	B	Own B	Tut	Ros	Sch	.....	6300
Gary Oil Field	3750	150	P 36x6	P 40x8	Bud YBU-I	4-4½x6	32.4	L	PC	MeC	Chi	Str	V	Eis	.....	D. B-L	B-L	A	4	Spi	Tim	W	F	8 50	41.0	A	Tim	Mer	Ros	Day	.....	5680
Gary Oil Field	4250	160	P 36x6	P 40x8	Bud Bus	6-4x5½	38.4	L	PC	MeC	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Blo	Tim 6566	W	F	8.50	41.0	A	Tim	Mer	Ros	Day	.....	5850
Gotfredson 60	....	152½°	S 36x5‡	S 36x12‡	Bud EBU-I	4-4¾x5½	28.9	L	PC	Pie	MeC	Zen	V	Bos-R	Rem	D. B-L	B-L 51	A	4	Spi	Tim 65700SP	W	F	9.25	49 4	B	Tim 1526	Det	Ros	Day	Fir	6325
Gotfredson 66	....	166½°	S 36x5‡	S 36x12‡	Bud BUS	6-4x5½	38.4	L	PC	Pie	MeC	Zen	V	Bos-R	Rem	D. B-L	B-L 55 Max	A	7	Spi	Tim 65700SP	W	F	9 25	87.9	B	Tim 1526	Det	Ros	Dav	Fir	6800
Gramm 648O	....	152°	S 36x5‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 88EF	R	F	5 50	100 5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm 668O	....	152°	S 36x5‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 88EF	R	F	5 50	100 5	B	Wis 30	Mat	Ros	Smi	Non	7100
Gramm Low Bed 644T	....	200°	S 36x5‡	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 67300	R	F	7.75	37.2	B	Shu 5550B	Mat	Ros	Smi	Non	7000
Gramm-Bernstein 30	....	150	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful G7	A	8	Own	She	W	½	7.75	63.7	B	She	Per	Ros	Smi	Fir	6560
Guilder H	....	160	S 36x5	DS36x5‡	Bud EBU-I	4-4¼x5½	28.9	L	PC	Pie	G&O	Zen	G	Eis	Bos-A	D. B-L	B-L 51	U	4	M-E	Wis 88EF	W	F	7.75	42.0	..	Shu 5550	Mer	Ros	Van	Non	5600
Hahn L	3600	146°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	V	Eis	Del	D. B-L	B-L	U	4	Spi	Tim 6570D	W	F	8 5	.....	A	Tim 1544	Mer	Ros	Opt	Opt	5900
Indiana 126	....	162	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	MeC	Str	V	Eis	A-L†	P. B&B	B-L 55	A	7	Sne	Tim 65700D	W	½	8.5	80.7	A	Shu 5550	Bea	Ros	.....	.....	7520
Int. Harvester 63	....	140	S 36x5‡	S 36x8‡	Own 63	4-4¾x5	28 9	H	SP	Own	Own	Own	V	Own	Rem‡	D. Own	Own 63	U	4	Own	Own 63	I	D	9 00	53.1	B	Own 63	....	Own	Own	.....	5660
Kenworth K-S	3750	160	S 36x5	S 36x8	Bud EBU	4-4¼x5½	28 9	L	PC	Non	Own	Zen	V	Bos-R	Rem	D. B-L	B-L 51	U	4	Spi	She W-21	W	½	7.75	46.8	A	She D-370	Lah	Ros	Smi	.....	6300
King Zeitler 60	....	156°	S 36x5‡	S 36x8	Con K4	4-4½x5¾	27.2	L	FP	Pha	Chi	Str	G	Eis	Bos A‡	D. B-L	B-L 51	A	4	Pic	Tim 6570	W	F	9.25	49.5	A	Tim 1544B	Tut	Ros	StM	.....	6200
Kleiber	4100	163	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 6570 D	...	...	.....	.....	...	Tim 1544 B	Bet	Ros	Smi	.....	.....
Kleiber Spec	4350	163	S 36x5	S 36x12	Bud BUS	6-4x5½	38 4	I	PC	Non	R-T	Str	V	Bos-R	Bos-A	D. B-L	B-L 60	.....	4	.....	Tim 6570D	...	...	.....	.....	...	Tim 1544B	Bet	Ros	Smi	.....	.....
Lange H	4200	156	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	...	Non	Own	Str	V	Apo	Non	D. B-L	B-L 55	U	4	Pet	Tim 6570 D	W	F	10 5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	6850
Lange E3	3850	149½	S 36x4‡	S 36x8‡	Con K4	4-4½x5¼	27.2	L	FP	Non	Own	Str	V	Apo	Non	D. B-L	B-L 51	A	4	Pet	Tim 65700D	W	F	10.5	56.2	A	Tim 1544B	S. P.	Ros	Hoo	Opt	6850
Maccar 64	....	166	S 36x5	DS36x5	Wis UAU	4-4¾x6	28.9	L	PC	K. P.	Own	Zen	V	Rem	Rem	D. B-L	B-L 55	A	4	Spi	Tim 65700D	W	F	8.5	45.4	A	Shu 5550	Row	Ros	Day	.....	6500
Maccar 66	....	166	S 36x5	DS36x5	Bud BUS	6-4x5½	38.4	L	PC	K. P.	Own	Zen	V	Rem	Rem	D. B-L	B-L 55	A	4	Spi	Tim 6570	W	F	8.5	45 4	A	Shu 5550	Row	Ros	Day	.....	6800
! Master 45	....	154°	S 36x5	S 36x10	Jackson	4-4¼x6¾	28 9	...	FP	...	...	Str	...	Spl	.....	D. Ful	Ful G	A	4	Spi	Tim 65660D	W	...	.....	.....	A	Tim 1544B	...	Ros	...	.....	.....
National 40	4350	169	P 36x6	P 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	MeK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 65700D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	6200
National 41	4500	179	P 36x6	P 36x10	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	MeK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 51	A	4	Spi	Tim 65700D	W	F	8.5	45.5	A	Tim 1544B	Mat	Ros	Van	Fir	5300
Netco C	3900	169°	S 36x5‡	S 36x10‡	Her L	4-4½x5¾	32.4	L	PC	Opt	Bus	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55 Max	A	7	Pet	Tim 6570	W	F	8.5	45 4	A	Tim 1544B	Mat	Ros	Smi	.....	6800
Noble D-51	3350	162°	S 36x5	S 36x10	Bud ETU	4-4¾x5½	27.2	L	PC	Pie	Chi	Str	V	Spl	Bos A‡	D. Ful	Ful G-7	A	4	Blo	She W21	W	½	8 75	42.0	A	She D 370	Tut	Lav	Bim	Fir	5750
Noble D-52	3500	162°	S 36x5	S 36x10	Bud ETU	4-4¾x5½	28.9	L	PC	MeC	Chi	Str	V	Spl	Bos-A	D. Ful	Ful	A	8	Blo	She W21	W	½	8.75	96.2	A	She 370	Tut	Lav	Bim	Non	5800
Oshkosh H	4.75	146	S 36x6	S 36x8	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 55	U	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	StM	Gdy	6975
Oshkosh HH	4275	165	S 36x6‡	S 36x8‡	Her L	4-4½x5¾	32.4	L	FP	Pie	Own	Zen	V	Spl	.....	D. B-L	B-L 55	A	4	Blo	Own H	R	F	9.25	49.5	B	Own H	Tut	Han	StM	Gdy	7085
Patriot 55	....	156	S 36x5	S 36x10	Hin 200	4-4½x5½	32.4	L	FP	Non	Own	Zen	V	Bos-A	.....	D. B-L	B-L 51	A	4	The	Tim 6566	W	F	9.25	49.5	A	Shu	Mar	Ros	Bim	Fir	5500
Patriot 55X	....	156	S 36x5	S 36x10	Hin 200	4-4½x5½	32.4	L	FP	Non	Own	Zen	V	Bos-A	.....	D. B-L	B-L 55	A	7	The	Tim 6566	W	F	8.50	80 7	A	Shu	Mar	Ros	Bim	Fir	5600
Pierce-Arrow XB	3750	150	S 36x5‡	DS36x5‡	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own XB	A	4	Spi	Own XB	W	½	9.25	48.1	A	Own XB	S P	Own	Bet	Opt	6280
§Rehberger B-1	....	192	P 32x6	DP32x6	Bud YBU	4-4½x6	32.4	L	PC	.....	Bus	Zen	V	Eis	Bos-A	D. B-L	B-L 55	U	4	Spi	Tim 6566	W	F	6.75	36.1	A	Shu 5550B	Del	Ros	Bud	Fir	6510
Rehberger B	....	162	S 36x5	S 36x10	Bud YBU	4-4½x6	32.4	L	PC	K-P	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 51	U	4	Spi	Tim 6566	W	F	8.5	45.5	A	Shu 5550	Del	Ros	Van	Fir	6460
Republic 25	....	165°	S 36x5	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pha	Own	Str	V	Bus-A	Bos A‡	D. Ful	Ful	U	4	U-M	Eat	I	D	8 40	40 3	B	Eat	Mat	Jac	Van	Fir	5400
Republic 25W	....	165°	S 36x5	S 36x10	Wau FU	4-4x5¾	25.6	L	PC	Wau	Own	Str	V	Bos-A	Bos A‡	D. Ful	Ful	U	4	U-M	Eat	I	D	8.40	40.3	B	Eat	Mat	Jac	Van	Fir	5400
Ruggles 45	....	148	S 36x5	S 36x10	Her OX	4-4x5	25.6	L	PC	Non	Per	Zen	G	Bos-A	Rem‡	D. B-L	B-L 35	U	4	Spi	Wis 8800	R	F	7.85	42.0	A	Shu 5550	Det	Jac	Van	Fir	5200
Sanford W620	....	189	P 32x6	DP32x6	Con 6B	6-3¾x5	33.7	L	PC	Non	R-T	Str	V	Con	Dyn	D. B-L	B-L 51	U	4	Spi	Tim	W	½	7.25	25.5	A	Tim	She	Ros	Van	Gdy	4750

Key of abbreviations, page 38

Trade Name and Model	General				Engine								Electrical System		Clutch	Gearset				Rear Axle			Gear Ratios			Front Axle Make and Model					
	Chassis Price	Standard Wheelbase (inches)	Tire Size Front (inches)	Tire Size Rear (inches)	Make and Model	Number of Cylinders Bore and Stroke	N.A.C.C. Rated H.P.	Valve Arrangement	Oiling System	Governor (Make)	Radiator (Make)	Fuel System Carburetor (Make)	Fuel System Fuel Feed	Ignition System (Make)	Generator and Starter (Make)	Type and Make	Make and Model	Location	No. of Forward Speeds	Universals (Make)	Make and Model	Final Drive	Type	Total Reduction in High	Total Reduction in Low	Brakes, Location		Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
3 Ton—Cont'd																															
Sanford 345	....	161	P 32x6	P 36x8	Con 6B	6-3¾x5	33.7	L	PC	Non	R-T	Str	V	Con	Dyn	D. B-L	B-L 55	A	7	Spi	Tim	W	F	8.5	80.7	A	Tim	She	Ros	Van	Gdy	6275
Sanford 345	....	179	P 36x5	DS36x5	Con 6B	6-3¾x5	33.7	L	PC	Non	R-T	Str	V	Con	Dyn	D. B-L	B-L 55	A	4	Spi	Tim	W	F	8.5	45.4	A	Tim	She	Ros	Van	.....	6340
§Schaunt L	4000	160	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own	A	4	Spi	Own	R	F	10.4	49.4	B	Own	She	Own	Day	.....	7500
Selden Roadmaster	....	154°	P 32x6	S 36x8‡	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	Bos-A	Bos-A	D. B-L	B-L 35	A	4	.....	Cla 720	B	½	Opt	Opt	A	Tim 1452	....	Ros	Van	Fir	4740
§Selden Unit 53	....	154°	S 36x4	S 36x8	Con L4	4-4½x5½	32.4	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 51	A	4	Spi	Tim 6566	W	F	8.50	45.4	A	Tim 1544B	Det	Gem	Std	Opt	6220
Stoughton F	....	156	S 36x5	DS36x5	Own	4-4½x5¼	27.2	L	FP	Sim	Own	Zen	G	Bos-A	.....	D. B-L	B-L 51	U	4	The	She W21	W	½	8.75	46.8	..	She D370	Own	Ros	Bim	Gdy	5900
Traylor D	3400	150	S 36x4‡	S 36x8	Bud ETU	4-4½x5½	28.9	L	PC	Pie	G&O	Zen	G	Spl	West	D. M-E	Own D-4-U	U	4	M-E	She W-21	W	½	7.75	37.0	A	She D-343	Mer	Ros	Sch	.....	5850
Winther 54	3800	152	S 36x5‡	DS36x4	Wis	4-4¼x6	28.9	L	FP	Sim	Own	Str	V	Bos-A	Bos-A	P. B&B	B-L	A	4	Pet	Wis	R	F	8.00	44.0	A	Tim	Mat	Ros	Own	Fir	5700
Winther 454	4500	152	S 36x5‡	DS36x5	Wis	4-4¼x6	28.9	L	FP	Sim	Own	Str	V	Bos-A	Bos-A	P B&B	B-L	U	4	Pet	Wis	R	F	8.00	44.0	B	Own	Mat	Ros	Own	Fir	6400
Witt-Will 8S	3400	168°	S 36x4‡	S 36x10	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	V	Eis	Bos-A	D. B-L	B-L 51	U	4	Spi	Tim 6570D	W	F	9.25	40.0	A	Tim 1544B	She	Ros	Arc	Non	5700
3½ Ton																															
Acme 74	...	173	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Pie	G&O	Zen	V	Bos-A	Bos-A	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	8.5	51.85	A	Tim 1544B	Det	Ros	Smi	.....	6200
Acme 76	...	179⅝	S 36x5	S 36x10	Con 7T	6-4½x5¼	40.8	L	FP	Pie	Per	Zen	V	Bos-A	Bos-A	D. Ful	Ful	A	4	Blo	Tim 6570	W	F	7.75	48.82	A	Tim 1544B	Det	Ros	Smi	.....	6400
American La France Y	4950	Opt	S 36x6	DS36x6	Own 3R	4-4¼x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Mer	.....	Day	Non	8600
Atterbury 22D	....	174°	S 36x5	DS36x6	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55 Max	A	7	Spi	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	S.P	Gem	Arc	Non	7500
Autocar HS	....	114	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6000
Autocar KS	....	138	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6100
Autocar KAS	....	162	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N*	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Del	Ros	Hoo	.....	6300
Autocar CKS	....	172	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Opt	Ros	Hoo	.....	6300
Autocar CKAS	....	195	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Opt	Ros	Hoo	.....	6500
Autocar CHS	....	150	S 34x5	S 36x10	Own Y	4-4¼x5½	28.9	L	SP	Pha	Own	Str	G	Bos-A	L-N	P. Own	Own Y	A	4	Spi	Own J	R	F	8.72	63.6	A	Own J	Opt	Ros	Hoo	.....	6200
Bethlehem M	3795	168	S 36x5	S 36x6	Own H	4-4x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos-A	G&D	D. Ful	Ful GU15	U	4	Spi	Wis 120FG	R	½	10.4	49.9	A	She D-370	Mat	Lav	Smi	.....	6300
Bethlehem CS	4425	145	S 36x6	S 36x6	Own H	4-4x5¼	25.6	L	FP	Pie	Bus	Zen	V	Bos-A	G&D	D. B-L	B-L 55	A	7	Spi	Wis 120FG	R	½	10.4	98.0	A	She D370	Mat	Lav	Smi	Non	6800
Biederman	....	180°	S 36x6	S 36x12	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	D. B-L	B-L 51	U	4	Spi	Tim	W	F	9.5	52.0	A	Shu	Mat	Ros	Bet	Non	7000
Chicago 35	....	183°	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 7666	R	F	9.15	48.95	A	Tim 1632	Mat	Gem	Smi	Non	7320
Chicago 35	....	183	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 6666	W	F	10.3	56.1	A	Tim 1632	Mat	Gem	Smi	Non	7320
Clydesdale 4	....	177°	S 36x6	DS40x6	Con B5	4-4¾x6	36.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 1632B	Per	Ros	Smi	Non	7500
Clydesdale 4X	....	177°	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6666	W	F	10.3	98.16	A	Tim 1632B	Per	Ros	Smi	Non	7300
Commerce "Relay" 30	....	156	P 36x6°	S 40x12	Con 6B	6-3¾x5	33.7	L	PC	Non	Per	Zen	V	Bos-A	Bos-A	D. Cov	Cov SH	A	4	Blo	Relay	..	..	9.28	51.5	B	Tim 1526	Bea	Ros	Smi	Fir	7430
Diamond T K2	....	170	S 36x5	DS36x5	Her LA	4-4½x5¾	32.4	L	FP	Pie	G&O	Str	V	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 6666	W	F	8.75	44.36	A	Tim 1632B	Mat	Ros	Smi	Non	7900
Duplex E	....	130	S 36x8‡	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	.....	Lon	Zen	V	Eis	Opt	D. B-L	B-L 50	U	4	Pet	Own E	I	..	8.00	64.0	B	Own E	.....	Woh	Mot	Fir	6000
G.M.C. K-72A	....	160	S 36x5	S 40x12	Own	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own 72A	A	7	Own	Tim 6666	W	F	8.75	75.4	..	Tim 1632B	Det	Own	Day	Non	8148
G.M.C. K-72B	....	184	S 36x5	S 40x12	Own	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own 72B	A	7	Own	Tim 6666	W	F	8.75	75.4	..	Tim 1632B	Det	Own	Day	Non	8280
Grass Premier 90	3900	160°	S 36x5	S 36x5	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	75.0	B	Con	Det	Ros	Bim	Fir	6200
Grass Premier 90-6	4700	160°	S 36x5	S 36x5	Wau	6-4½x5¾	48.6	L	PC	Wau	Chi	Str	V	Bos-A	Bos-A	D. B-L	B-L 35	A	7	Spi	Tim 6666	W	F	8.75	75.0	B	Con	Det	Ros	Bim	Fir	6200
Harvey WHB	4250	160°	S 36x6‡	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. Ful	B-L 60	A	4	Spi	She W-32	W	½	10.25	54.8	A	She 4FA20	Bea	Ros	Smi	.....	8950
Hug HD6	....	124	S 38x7	DS38x	Bud DS-6	6-3⅝x5	31.5	L	FP	Han	Per	Zen	V	Eis	Rem	D. Ful	Ful RU-16	.....	4	Blo	Wis 1255K	R	..	7.75	37.2	..	Con 1803	Cha	Ros	Van	Fir	7050
Kearns T	....	160°	S 36x5	DS36x5‡	Wis VAU	4-4½x6	32.4	..	SP	.....	Own	Zen	.....	.....	.....	D. Ful	Ful	A	4	.....	She	W	½	.....	.....	A	She	.....	Ros	.....	.....	7850
Kelly Springfield KS35	....	155	S 36x5‡	S 36x12‡	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	G	Eis	Del	P. B&B	B-L 55 Max	A	7	Pet	Own	W	½	7.6	72.0	A	Own	Mat	Ros	Smi	....	6700
King Zeitler 75	....	156°	S 36x6‡	S 40x12‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Chi	Str	G	Eis	Bos A‡	D. B-L	B-L 55 Max	A	4	Pic	Tim 6666	W	F	10.3	55.2	A	Tim 1632B	Tut	Gem	StM	Fir	7800
Kleiber	4850	170	S 36x5‡	DS36x6‡	Con B5	4-4¾x6	36.0	L	FP	Non	R-T	Str	V	Bos-R	Bos A‡	D B-L	B-L 60	A	4	Spi	Tim6666	W	F	8.75	46.8	A	Tim 1632B	Bet	Ros	Smi	....	7600
Lange F	4650	168°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	K-P	Own	Str	V	Apo	Non	D. B-L	B-L 55	A	4	Pet	Tim 66600D	W	F	10.5	56.0	A	Tim 1632B	S.P	Ros	Hoo	Opt	8100
Larrabee L-6	....	192	S 36x5‡	S 36x10‡	Con B5	4-4¾x6	36.0	L	FP	Pha	R-T	Zen	G	Bos-A	Bos A‡	D. B-L	B-L 60	A	7	Spi	She W-32	W	½	8.75	55.0	A	She 4FA20	She	Ros	Smi	Non	9820
Luedinghaus	....	160°	S 36x6‡	S 36x6‡	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	G	Eis	A-L	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.33	.....	A	Shu 610	.....	Ros	Smi	.....	7760
Mack AC	....	156°	S 36x5	DS40x5‡	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*7.54	48.4*	D	Own AC	Mer	Own	.....	.....	.....
Master 51	....	158°	S 36x5	S 40x12	Bud YBU-I	4-4½x6	32.4	...	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful H	A	10	.....	Tim 6666	W	.....	.....	.....	A	Tim 1630B	.....	Ros	.....	.....	8400
Master 55	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6⅝	28.9	...	FP	.....	.....	Str	..	Spl	.....	D. Ful	Ful H	A	10	.....	Tim 6666	W	.....	.....	.....	A	Tim 1630B	.....	Ros	.....	.....	8400
National 50	....	169	P 36x6	P 36x12	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 55	A	7	Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7000
National 51	....	179	P 36x6	P 36x12	Wau CU	4-4⅝x5¾	30.6	L	PC	Wau	McK	Zen	G	Bos-A	Bos-A	O. H-S	B-L 55	A	7	Spi	Tim 6570	W	F	8.58	.....	A	Tim 1544B	Mat	Ros	Van	Fir	7400
Noble E-71	3995	164°	S 36x5‡	S 36x12‡	Bud YTU	4-4½x6	32.4	L	PC	Pie	Chi	Str	V	Spl	Bos-A	D. Ful	W-G T53	A	4	Blo	She W-30	W	½	8.75	44.0	A	She 4FA20	Tut	Lav	Bim	Fir	7250
Noble E-72	4150	164	S 36x5	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	Pie	Chi	Str	V	Spl	Bos-A	D. Ful	W-G	A	8	Blo	She W30	W	½	8.75	93.6	A	She 4FA20	Tut	Lav	Bim	Non	7300
O. K	3975	164	S 36x5	S 36x10	Bud YTU	4-4½x6	32.4	L	PC	Pie	R-T	Zen	V	Eis	Non	D. Ful	Ful H	A	4	Har	Tim 6666	W	F	.....	.....	A	Shu 610	Tem	Ros	Bim	Gdy	6550
Old Reliable	....	156	S 36x5	S 36x14	Wis VAU	4-4½x6	32.4	L	PC	K.P.	Chi	Str	V	Bos-A	Non	D. Ful	Ful H	A	4	Pet	Tim	W	F	Opt	.....	A	Tim	She	Ros	.....	.....	8400
Parker Hippo	3500	150	S 36x5	S 40x12	Wis VAU	4-4½x6	32.4	L	PC	Pie	Own	Str	V	Eis	.....	Ful	Ful H	A	4	Blo	Tim 6666D	W	F	10.3	.....	B	Tim 1632B	Tut	Ros	Bim	.....	6550
Sandow M	....	175	S 36x5	S 36x12	Her L	4-4½x5¾	32.4	L	PC	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 51	A	4	Spi	Tim 6666	W	F	10.2	41.2	A	Tim 1632B	.....	Ros	.....	.....	6800
Sanford W4-35CS	....	156	S 36x6	S 40x14	Con B7	4-5x6	40 0	L	FP	Non	R-T	Str	G	Con	Dyn	D. Ful	Ful 2S	A	4	Sp	She 32	W	½	10.25	109.7	A	She 4FA20	She	Ros	Van	.....	8350
Schacht L	4000	160	S 36x5	S 36x12	Wis RCU	4-4½x6	32 4	L	PC	Pie	Own	Zen	G	Bos-A	.....	D. B-L	Own	A	8	Spi	Own	R	F	10.4	49.4	B	Own	She	Own	Day	.....	7500
Selden Unit 70	....	165°	S 36x5	DS36x5	Con L4	4-4½x5½	32 4	L	FP	Pha	Lon	Str	G	Eis	Bos A	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	55.1	A	Tim 1650B	Per	Gem	Std	.....	7200
Service 81	....	173	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	D. B-L	B-L 60-7	A	7	Spi	Tim 6666	W	F	7.8	74 0	A	Tim 1632	She	Ros	Int	....	8080
Standard 3½-5 K	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Eat	Gem	Day	Non	7485
Standard 3½-5KS	....	160°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	6.80	83.1	A	Tim 1630B	Eat	Gem	Day	Non	7519
Sterling DW14	....	160°	S 36x4	S 36x8	Own CU	4-4⅝x5¾	30 6	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51	U	4	Spi	Tim	W	F	7.2	38.8	A	Tim	Mat	Roe	Hoo	.....	5500
Stewart	4200	165	S 36x5	S 36x12	Lyc	6-3⅞x5	36.2	L	PC	Non	Own	Zen	G	Rem	Rem	D. Ful	Ful	A	4	Spi	Tim	W	F	10.5	80.75	A	Sal	Det	Ros	Day	.....	6950
Twin City AW	3750	168	S 36x6‡	S 40x12‡	Own TW	4-4¾x6	28.9	H	PC	Own	Mod	Str	V	Bos-A	N-E	P. B&B	Ful H	A	4	Spi	Tim 6666	W	F	10.3	61.9	A	Tim 1630B	Mat	Ros	Smi	Fir	7200

United 70	....	155	S 36x5	S 36x10	Her L	4-4½x5¾	32.4	L	PC	Pie	Per	Str	G	Eis	.....	D. B-L	B-L 55	A	4	Blo	Wis 88EF	R	F	9.4	.....	A	Shu	Det	Han	Van	.....	6400
U. S. S.	3650	168°	S 36x5	DS36x5	Hin 200	4-4½x5½	32.4	L	PC	Hin	Own	Str	V	Spi	Bos A‡	D. B-L	B-L 55	A	4	Blo	She W-32	W	½	10.2	54.8	A	She 4FA20	She	Lav	Sch	Non	7100
Victor 80	3725	160	S 36x5‡	DS36x10	Con L4	4-4¾x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	.....	D. Ful	Ful GU14	U&A	8	U-M	Wis 120BG	R	½	9.5	218.88	A	Shu 610	Det	Ros	Sml	.....	7000
Ward La France 4B	....	172	S 36x5	DS36x5	Wau DU	4-4½x6¾	32.4	L	DC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 55	A	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mar	Ros	Hoo	.....	6800
‡Ward La France 4B6	....	....	P 34x7	DP34x7	Wau 6QL	6-4x5¾	38.4	L	PC	Wau	Ped	Zen	V	Bos-R	A-L	D. B-L	B-L 55	A	4	Spi	Tim Spec.	W	F	6.00	32.1	B	Shu	Mar	Ros	Van	.....	7000
White 40A	4350	174°	S 36x5‡	DS40x5	Own GRB	4-4¼x5¾	28.9	L	PC	Own	Own	Zen	V	.....	L-N‡	P. Own	Own	U	4	Spi	Own	R	F	11.7	58.3	B	Own	...	Own	...	Non	7130
Wilcox E	3950	147	S 36x5	DS36x5	Bud YTU	4-4½x6	32.4	L	PC	Han	Own	Zen	G	Bos-A	Bos-A	D. B-L	B-L 55	U	4	Spi	Wal 5A	R	½	10.0	55.2	B	She 4FA20	Own	Ros	...	Non	6600
Witt-Will L	4200	156°	S 36x5	S 40x10	Con L4	4-4½x5½	32.4	L	FP	Pie	Own	Zen	V	Eis	Bos-A	D. B-L	B-L	. .	7	Spi	Tim	W	F	Opt	....	A	Tim	She	Ros	Smi	.....	7750
4 Ton																																	
Armleder 70	....	156°	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PS	Han	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L	U	4	Spi	Tim	W	F	0.3	55.3	A	Tim	She	Ros	Smi	Non	7500
Brockway R	....	164	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632B	She	Ros	Day	Non	7575
Brockway R14	....	165½	S 36x5	DS36x5‡	Con L4	4-4½x5½	32.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632B	She	Ros	Day	Non	7600
Brockway RT	....	175	S 36x5	S 36x10	Con B5	4-4¾x6	36.1	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632B	She	Ros	Day	Non	7825
Brockway RH	....	168	S 36x5	S 36x10	Wis H	6-4x5	38.4	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	8.75	.....	A	Tim 1632B	She	Ros	Day	Non	7775
Clinton 90	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L	U	4	Spi	Tim	W	F	0.3	55.3	A	Tim	She	Ros	Smi	Non	7500
Clinton 90M	....	190	S 36x5	DS36x6	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55 Max	A	7	Blo	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	StM	....	8050
Corbitt A	....	178	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Sim	McC	Str	V	Eis	Bos A‡	D. B-L	B-L 55	A	7	Spi	Tim 6666	W	F	0.3	69.5	B	Tim 1632B	She	Ros	Smi	Non	7370
Day-Elder K	....	162°	S 36x5	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	Mon	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	0.35	55.3	A	Tim 1632B	I.C.	Gem	Van	Fir	8500
Denby 27	....	170	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	D	D	0.0	49.9	.	Tim	Det	Ros	Smi	...	7020
Dorris K8	4385	Opt	S 36x5‡	S 36x12	Own	4-4¾x5½	28.9	H	PS	Own	McC	Str	G	Bos-A	Bos-A	D. Own	B-L 55	A	4	Spi	Tim 6666D	W	F	0.3	55.3	A	Tim 1632B	Mat	Ros	Day	Fir	7510
Fageol 445	4950	172	S 36x6	DS36x6	Wau DU	4-4½x6¾	32.4	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	45.8	A	Tim 1632B	Mat	Ros	Van	....	8525
Federal W4	....	157	S 36x5	DS40x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	B-L 55	A	4	Spi	Tim 6666	W	F	10.3	61.0	A	Tim 1630B	Mat	Gem	Smi	Fir	7000
Garford 80	4950	162	S 36x5	S 36x12	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B-G	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	Non	8700
Gary Y35	4450	162	S 36x5	S 40x12	Bud YBU-I	4-4½x6	32.4	L	PC	.....	Chi	Str	V	Eis	.....	D. Ful	Ful	A	4	Spi	Tim 6666	W	F	10.3	50.0	A	Tim 1632B	Mar	Ros	Day	Non	8100
Gotfredson 80	....	160½	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Pie	McC	Zen	V	Bos-R	Rem	D. B-L	B-L 55 Max	A	7	Spi	Tim 6666D	W	F	10.3	97.8	B	Tim 1632B	Det	Ros	Day	Non	8400
Gotfredson 86	....	169½	S 36x6	S 40x14	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	Rem	D. B-L	B-L 55 Max	A	.	Spi	Tim 6666D	W	F	10.3	97.8	B	Tim 1632B	Det	Ros	Day	Non	8600
Gramm 848O	....	152°	S 36x5‡	DS36x5‡	Her L	4-4¾x5¾	32.4	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 1200	R	F	6.66	120.6	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm 868O	....	152°	S 36x5‡	DS36x5‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 1200	R	F	6.66	120.6	B	Wis 30	Mat	Ros	Smi	Non	7600
Gramm (low bed)	....	200°	S 36x5‡	DS36x5‡	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	A-L	A-L	D. Ful	Ful GU	U	4	Blo	Wis 1250	R	F	....	....	B	....	Mat	Ros	Smi	Non	7225
Gramm-Bernstein	....	156°	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	She	W	½	8.75	93.6	B	She	Per	Ros	Smi	Non	8360
Guilder J	....	160°	S 36x5	DS36x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	7.50	54.0	A	Shu 610	Mer	Ros	Van	Van	7500
Hahn M	4250	160°	S 36x5	S 36x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-A	L-N	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.25	....	A	Tim 1632B	Mer	Ros	Day	Opt	7200
Kenworth L	4500	170	S 36x5‡	S 40x12	Bud YBU	4-4½x6	32.4	L	PC	Non	Own	Zen	V	Bos-R	Rem	D. B-L	B-L 60	A	4	Spi	She W-32	W	½	8.75	53.3	A	She 4FA20	Lab	Ros	Smi	.....	8800
Kissel Heavy Duty	....	168	S 36x5‡	S 36x12‡	Wau DU	4-4½x6¾	32.4	L	PC	Pie	McC	Str	V	Eis	Rem‡	D. W-G	Ful H	A	4	Spi	She W-32	W	½	11.7	73.6	A	She 4FA20	She	Ros	Smi	Non	7600
Maccar 94	....	171	S 36x5	DS36x6	Wis VAU	4-4½x6	32.4	L	PC	K.P.	Own	Zen	V	Rem	Rem	D. B-L	B-L 60	A	4	Spi	Tim 6666D	W	F	8.75	46.8	A	Shu 610	Row	Ros	Day	.....	7400
Maccar 96	....	171	S 36x5	DS36x6	Wis H6	6-4x5	38.4	H	PC	K.P.	Own	Zen	V	Rem	Rem	D. B-L	B-L 60	A	4	Spi	Tim 6666D	W	F	8.75	46.8	A	Shu 610	Row	Ros	Day	.....	7800
Master 85	....	158°	S 36x5	S 40x12	Jackson	4-4¼x6¾	28.9	..	FP	.....	.....	Str	...	Spl	.....	D. Ful	Ful 60	.....	...	.....	Tim	W	...	.....	.....	A	Tim	.....	Ros	.....	.....	.....
Moreland AXX4	4480	160°	S 36x5	S 36x10	Con L4	4-4½x5½	32.4	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 55	A	7	Pet	Tim	W	F	7.75	73.5	..	Tim	U.S.	Ros	Smi	Fir	6300
Moreland AXX6	4840	164°	S 36x5	S 36x10	Con 6B	6-3¾x5	33.7	L	FP	Non	Own	Str	V	A-L	A-L	Own	B-L 55	A	7	Pet	Tim	W	F	7.75	73.5	..	Tim	U.S.	Ros	Smi	Fir	6300
Netco J	4850	175°	S 36x6‡	S 36x12‡	Her G	4-4¾x5¾	36.1	L	PC	Opt	Bus	Zen	V	Bos	Bos-A	D. B-L	B-L 55 Max	A	7	Pet	Tim 6666	W	F	10.3	97.8	A	Tim 1632B	Mat	Ros	Smi	.....	8500
Pierce Arrow WC	5100	162	S 36x5‡	DS36x6	Own WC	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own WC	A	4	Spi	Own WC	W	½	8.00	41.5	B	Own WC	S.P	Own	Bet	.....	8490
Rehberger C	....	174	S 36x6	S 36x12	Bud YBU	4-4½x6	32.4	L	PC	K-P	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 55	U	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Selden 73	....	168°	S 36x5‡	S 36x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Lon	Str	G	Eis	Bos-A	D. B-L	B-L 55	A	4	Spi	Tim 6666	W	F	8.75	46.8	A	Tim 1630B	S.P	Gem	Std	.....	7720
Sanford W4-35	....	158	S 36x6	DS36x6	Con B7	4-5x6	40.0	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 60	A	7	Spi	Tim	W	F	10.33	98.1	A	Tim	She	Ros	Van	.....	8350
Sanford W4-35	....	176	S 36x6	DS36x6	Con B7	4-5x6	40.0	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 60	A	4	Spi	Tim	W	F	10.33	55.2	A	Tim	She	Ros	Van	.....	8420
Union H	....	174	S 36x6	S 36x10	Wis VAU	4-4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful H	U	4	U-P	Wis 1200	R	F	10.2	49.2	B	Shu 650	Mat	Jac	Smi	Gdy	7700
Union HW	....	174	S 36x6	S 40x12	Wis VAU	4-4½x6	32.4	L	PC	Dup	G&O	Zen	G	Eis	L-N	D. Ful	Ful H	A	4	U-P	Wal 5A	R	F	10.5	63.0	A	Shu 650	Mat	Jac	Smi	Gdy	7750
Winther 74	4850	150	S 36x5	DS36x5	Wis VAU	4-4½x6	32.4	L	FP	Pie	Own	Str	V	Bos-A	Bos-A	P. B&B	B-L	A	7	Pet	Wis	R	F	9.0	86.0	A	Tim	Mat	Ros	Cla	Fir	7600
Winther 474	5700	150	S 36x5	DS36x5	Wis VAU	4-4½x6	32.4	L	FP	Pie	Own	Str	V	Bos-A	Bos-A	P. B&B	B-L	U	4	Pet	Wis	R	F	10.0	65.0	A	Own	Mat	Ros	Cla	Fir	8300
Witt-Will A	4750	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	Pie	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Smi	Non	9200
4½ Ton																																	
Republic 30	....	170°	S 36x5	S 36x12	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Str	V	Bos-A	Bos A‡	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
Republic 30W	....	170°	S 36x5	S 36x12	Wau CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Str	V	Bos-A	Bos A‡	D. Ful	Ful	U	4	U-M	Eat	I	D	10.2	49.2	B	Wis	Mat	Han	Van	Fir	6700
5 Ton																																	
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	Bos-A	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10.0	107.0	A	Tim 1732	Det	Ros	Smi	Non	9400
Amer. La France V	5500	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Own	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.5	B	Own 5R	Mer	.....	Day	Non	9600
Atterbury 24E	....	174°	S 36x6	DS40x7	Con B7	4-5x6	40.0	L	FP	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.7	A	Tim 1732B	S.P	Gem	Std	Non	9500
Autocar L	....	156	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7400
Autocar M	....	120	S 34x6	S 36x12	Own M	4-4½x5½	32.4	L	SP	Pha	Own	Str	G	Bos-A	L-N‡	P. Own	Own B	A	4	Spi	Own M	R	F	9.89	72.1	A	Own Y	Del	Ros	Hoo	Non	7200
Biederman	....	180°	S 36x7	S 36x14	Con 6B	6-3¾x5	33.7	L	PC	Han	Own	Zen	G	Del	Del	D. B-L	B-L 60	U	7	Spi	Tim	W	F	11.5	60.6	A	Shu	Mat	Ros	Day	Non	9200
Brockway T	....	174	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	4	Spi	Tim 68700S	W	F	10.33	.....	A	Tim 1732B	She	Ros	Day	Non	9800
Brockway T15	....	176¾	S 36x6	S 40x14	Con B7	4-5x6	40.0	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 60	A	7	Spi	Tim 68700S	W	F	10.33	.....	A	Tim 1732B	She	Ros	Day	Non	9800
Buek 84	....	183°	S 36x6‡	S 40x12‡	Con B5	4-4¾x6	36.1	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	7950
Buek 86	....	183°	S 36x6‡	S 40x12‡	Con 7T	6-4¾x5¾	40.8	L	PC	Non	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 6666	W	F	10.3	97.8	A	Tim 1632	Mat	Ros	Smi	Fir	8950
Chicago 50	....	183°	S 36x6	S 40x12	Her L	4-4½x5¾	32.4	L	PC	Pie	Chi	Zen	G	Apo	Non	D. B-L	B-L 60 Max	A	4	Pet	Tim 6760W	W	F	11.6	110.8	A	Tim 1732	Mat	Gem	Smi	Non	8500
Clinton 120L	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	4	Blo	Tim 6760	W	F	8.80	47.1	A	Tim 1732B	Per	Ros	StM	.....	9550
Clinton 120LM	....	204	S 36x6	DS36x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 6760	W	F	8.80	83.6	A	Tim 1732B	Per	Ros	StM	.....	9650
Clydesdale 2	....	176°	S 36x7	DS40x7	Con B7	4-5x6	40.0	L	FP	Own	Own	Zen	V	Bos-A	Bos A*	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	Per	Ros	Smi	Non	9750
Coleman 4	....	144	P 42x9	P 42x9	Bud YBU-I	4-4½x6	32.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful GU 14	U	8	Spi	Wi 120J-FF	R	F	8.57	139.	E	Wis 120J-F	Det	Ros	Day	Gdy	8750
Coleman 6-O	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful GU14	U	8	Spi	Wis 120JFF	R	F	8.6	137	E	Wis 120JF	Det	Ros	Day	Gdy	8750
Coleman 6-OX	....	144	P 42x9	P 42x9	Bud BUS	6-4x5½	38.4	L	FP	.....	R-T	Str	V	Bos-A	Bos-A	D. Ful	Ful GU14	U	8	Spi	Wis 120JFF	R	F	8.6	139	E	Wis 120JF	Det	Ros	Day	Gdy	9660
Corbitt 70	....	178	S 36x6	DS40x6	Bud BTU	4-5x6½	40.0	L	FP	Sim	Per	Str	V	Eis	L-N	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	11.6	110.8	A	Tim 1732B	She	Ros	Smi	Non	9410
Day-Elder L	....	170°	S 36x6	DS40x7	Bud BTU	4-5x6½	40.0	L	PC	Mon	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	54.8	A	Tim 1732B	She	Gem	Van	Fir	10000
Denby 210	....	170	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	PC	.....	Lon	Zen	G	Eis	.....	D. Ful	Ful	A	4	U-P	Cla	D	D	12.5	62.7	...	Tim	Det	Ros	Smi	.....	8590
Diamond T 82	....	180	S 36x6	DS40x6	Her GA	4-4¾x5¾	36.1	L	FP	Pie	G&O	Str	V	Apo	A-L	D. Cov	Cov SB	A	4	Spi	Tim 6760	W	F	11.66	62.38	A	Tim 1732B	Mat	Ros	Smi	Non	9500
Eagle 106	....	144°	S 36x6	S 36x12	Bud YTU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Eis	.....	D. B-L	B-L 60	A	7	Pet	Wis 1200	R	F	10.4	115.0	A	Wis 30	Cha	Ros	Smi	.....	8600
Federal X-6	....	163	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	FP	Pha	Own	Zen	V	Eis	Rem†	P. B&B	B-L 60	A	4	Spi	Tim 6760	W	F	10.2	60.0	A	Tim 1630B	Mat	Gem	Day	Non	8700
Garford 100	5400	162	S 36x6‡	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B.G.	Tim 6766	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	Non	9450
G.M.C. K-102A	....	160	S 36x6	S 40x14	Own	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own 102A	A	7	Own	Tim 6760W	W	F	10.0	86.2	A	Tim 1732B	Det	Own	Day	Non	9090
G.M.C. K-102B	....	184	S 36x6	S 40x14	Own	4-4½x6½	32.4	L	FP	Own	McC	Mer	G	Eis	Rem	D. Own	Own 102B	A	7	Own	Tim 6760W	W	F	10.0	86.2	A	Tim 1732B	Det	Own	Day	Non	9235
Gotfredson 100	....	169¼	S 36x6	DS40x8	Bud BBU	4-5x6½	40.0	L	PC	Pie	McC	Zen	V	Bos-R	Rem	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760D	W	F	11.6	110.8	B	Tim 1732B	Det	Ros	Day	Non	12000

Key of abbreviations, page 38

Trade Name and Model	General: Chassis Price	General: Standard Wheelbase (inches)	General: Tire Size: Front (inches)	General: Tire Size: Rear (inches)	Engine: Make and Model	Engine: Number of Cylinders Bore and Stroke	Engine: N.A.C.C. Rated H.P.	Engine: Valve Arrangement	Engine: Oiling System	Engine: Governor (Make)	Engine: Radiator (Make)	Engine: Fuel System: Carburetor (Make)	Engine: Fuel System: Fuel Feed	Electrical System: Ignition System (Make)	Electrical System: Generator and Starter (Make)	Clutch: Type and Make	Gearset: Make and Model	Gearset: Location	Gearset: No. of Forward Speeds	Universals (Make)	Rear Axle: Make and Model	Rear Axle: Final Drive	Rear Axle: Type	Gear Ratios: Total Reduction in High	Gear Ratios: Total Reduction in Low	Brakes, Location	Front Axle Make and Model	Springs (Make)	Steering Gear (Make)	Wheels (Make)	Rims (Make)	Chassis Weight (lbs.) (stripped)
5 Ton (Cont'd)																																
Gotfredson 106	....	173	S 36x6	DS40x8	Bud GL6	6-4½x6	48.6	L	PC	Pie	McC	Zen	V	Bos-R	Rem	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760D	W	F	11.6	110.8	B	Tim 1732B	Det	Ros	Day	Non	12400
Gramm 1048-O	....	152°	S 36x6‡	DS40x6	Her G	4-4¾x5¾	36.1	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 1600	R	F	6.9	126.	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 1068-O	....	152°	S 36x6‡	DS40x6	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 1600	R	F	6.9	126.	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm-Berna'n 50	....	168°	S 36x6	DS40x6	Con B7	4-5x6	36.1	L	PC	Pie	Own	Str	G	Eis	A-L	D. Ful	Ful H1	A	8	Own	She	W	F	10.5	109.7	B	She	Per	Ros	Smi	Non	9700
Guilder K5	4850	170	S 36x6	DS40x6	Bud YTU	4-4½x6	32.4	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.00	.....	B	Shu 650	Mer	Ros	Day	....	8800
Hahn R	5100	162°	S 36x6	S 40x12	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-A	L-N	D. B-L	.....	U	4	Spi	Tim	W	F	10.25	.....	A	Tim 1632B	Mer	Ros	Opt	Opt	8450
Indiana 41	....	170	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	PC	Wau	Lon	Str	V	Eis	Opt	P. B&B	B-L 60	A	7	Spi	Tim 68700	W	F	9.5	10.0	A	Shu	Bea	Ros	Smi	....	9600
Int. Harvester 103	....	160	S 36x5	S 40x14	Own	4-4½x5	28.9	H	SP	Own	Own	Own	G	Own	Rem‡	D. Own	Own 103	A	4	Own	Own 103	I	D	11.0	65.0	B	Own 103	....	Ros	Own	....	7580
Kearns TF	....	160°	S 36x6	DS36x6‡	Wis VAU	4-4½x6	32.4	..	SP	.....	Own	Zen	..	.....	.....	D. Ful	Ful	A	4	.....	She	W	½	.....	.....	A	She	....	Ros	.....	....	8400
Kelly Springfield KS50	....	158	S 36x6‡	S 40x14	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60 Max	A	7	Pet	Own	W	½	11.0	104.5	A	Own	Mat	Ros	Smi	....	9000
Kenworth RS	5500	178	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Own	Zen	V	Bos-R	Rem	D. B-L	B-L 60 Max	A	7	Spi	She W-51	W	½	8.75	89.0	A	She 5FA-30	Lah	Ros	Smi	....	9700
King Zeitler 90	....	168°	S 36x7	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Eis	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	62.3	A	Tim 1732B	Tut	Gem	StM	Non	9000
Kissel Goliath	....	168	S 36x6	S 40x14	Wau DU	4-4½x6¼	32.4	L	PC	Pie	McC	Str	V	Eis	.....	P. B-L	Ful H	A	..	Spi	She W32	W	½	11.75	73.6	..	She 3FA20	Mat	Ros	Smi	....	8800
Luedinghaus	....	160°	S 36x6‡	S 40x6‡	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Eis	Opt ‡	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.3	54.8	A	Tim 1730	Bet	Ros	Smi	....	10400
Maccar G1	....	186	S 36x6	DS40x6	Wis RBU	4-5x6	40.0	L	PC	Pie	Own	Str	G	Bos-A	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6666	W	F	11.6	.....	A	Shu	Tut	Ros	Smi	....	9500
Mack AC	....	156°	S 36x6	DS40x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*8.31	53.3*	D	Own AC	Mer	Own	.....	....	.....
Master 61	....	158	S 36x5	S 40x12	Bud BTU	4-4½x6	32.4	L	PC	Pie	Chi	Zen	V	Eis	Non	D. Ful	Ful	A	4	Spi	Tim 6666	W	F	Opt	Opt	A	Tim 1630	Det	Ros	Smi	Non	8400
Old Reliable	....	156	S 36x6	S 40x14	Wis RBU	4-5x6	40.0	L	PC	K.P.	Chi	Str	V	Bos-A	Non	D. Ful	Ful H	A	4	Pet	Tim	W	F	Opt	.....	A	Tim	She	Ros	.....	.....	9500
Oshkosh F	5180	146	S 36x8	S 36x12	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	G	Spl	Non	D. Ful	Ful	U	4	Blo	Own	B	F	7.90	47.4	A	Own	Tut	Han	Cla	....	8350
Pierce-Arrow RD	5400	162	S 36x6	DS36x7	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	40.4	B	Own RD	S.P	Own	Bet	.....	8750
Rehberger D	....	186	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Bus	Zen	V	Eis	Bos A‡	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10.25	54.8	A	Tim 1732B	Del	Ros	Van	.....	10010
Republic 35	....	170°	S 36x6	S 36x14	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Str	V	Bos-A	Bos A‡	D. Ful	Ful	U	7	U-M	Eat	I	D	6.67	64.7	B	Wis	Mat	Han	Van	Fir	7500
Sandow L	....	175	S 36x6	S 40x12	Her G	4-4¾x5¾	36.1	L	FP	Mon	Chi	Str	G	Bos-A	Non	D. B-L	B-L 60	A	4	Spi	Tim 6766	W	¼	11.0	46.6	B	Tim 1732B	....	Ros	.....	.....	7800
Schacht	4800	168	S 36x6	DS40x7	Con B7	4-5x6	40.0	L	PC	Non	R-T	Str	G	Con	Dyn	D. B-L	B-L 60	A	4	Spi	Tim	W	F	13.6	93.0	A	Tim	She	Ros	Van	.....	9800
Selden Unit 90	....	164°	S 36x6	DS40x7	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Ros	StM	.....	8200
Service 103	....	173	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	Own	Str	V	Eis	Rem	P. B&B	B-L 60-7	A	7	Spi	Tim 6760	W	F	11.6	62.0	A	Tim 1730B	S.P	Gem	Std	.....	9650
Sterling DW18	....	160°	S 36x5	S 36x10	Own CU	4-4¾x5¾	30.6	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51	A	7	Spi	Tim 6760	W	F	10.25	97.3	A	Tim 1732	She	Ros	Int	.....	9350
Sterling EW20	....	174°	S 36x5	S 40x10	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	7.7	41.5	A	Tim	Mat	Ros	Hoo	.....	6100
Traylor F	4700	170	S 36x6	S 40x12	Bud YTU	4-4½x6	32.4	L	PC	Sim	G&O	Zen	G	Bos-A	West	D. B-L	B-L 60	A	4	Spi	Tim	W	F	8.7	51.8	A	Tim	Mat	Ros	Hoo	.....	7775
U. S. S. Special	3950	168°	S 36x6	DS40x6	Hin HA200	4-4½x5½	32.4	L	PC	Hin	Own	Str	V	Spl	Bos A‡	D. B-L	B-L 55	A	4	Blo	She W-32	W	½	10.2	55.0	A	She 4FA20	Mer	Ros	Smi	Non	8800
‡United 100	....	171	S 36x6	S 36x12	Her G	4-4¾x5¾	36.1	L	PC	Pie	Per	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	Blo	She W-32	W	½	11.7	62.8	A	She 4FA20	She	Lav	Smi	Non	7500
Victor 85	4575	162	S 36x6	S 40x14	Con L4	4-4½x5½	32.4	L	FP	Pie	Per	Zen	V	Eis	.....	D. Ful	Ful GU14	U&A	8	U-M	Wis 160B	R	F	11.0	253.5	A	Shu 650	Det	Ros	Day	.....	8000
Ward LaFrance 5B6	....	....	S 36x6	DS40x7	Wau 6AL	6-4½x5¾	48.6	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim	W	F	7.8	74.0	A	Tim	Mar	Ros	Day	.....	7900
White 52	5100	174	S 36x6	S 40x12	Own GKB	4-4¾x5¾	28 9	L	PC	Own	Own	Zen	V	.....	Non	P. Own	Own	U	5	Spi	Tim Spec.	R	F	11.7	76 5	B	Own	....	Own	....	Non	9128
Wilcox FT	4350	162	S 36x5	S 40x12	Bud ATU	4-4¾x6½	36.1	L	PC	Han	Own	Zen	V	Bos-A	Opt‡	D. B-L	B-L 55	A	4	Spi	Tim 6760	R	½	11.6	69.0	B	She 5FA30	She	Own	Smi	Non	9000
Winther 104	5400	162	S 36x6	DS40x6	Wis RAU	4-4¾x6	36.1	L	FP	Pie	Own	Str	V	Bos-A	Bos-A	P. B&B	B-L	A	7	Pet	Wis	R	F	10.0	65.0	A	Tim	Mat	Ros	Cla	....	8600
Witt-Will A	4750	172°	S 36x6	DS40x6	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	4	Spi	Tim 6760	W	F	10.2	53.3	A	Tim 1732B	She	Ros	Day	Non	9350
5½ Ton and Over																																
Acme 104	....	180	S 36x6	S 40x14	Con B7	4-5x6	40 1	L	FP	Pie	G&O	Zen	V	Bos-A	Bos-A	D. Ful	Ful	A	8	Blo	Tim 6760	W	F	10 0	107 0	A	Tim 1732	Det	Ros	Smi	Non	9400
Amer. La France Z6½	5750	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36 1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10 0	54 4	B	Own 5R	Mer	.....	Day	.....	9600
Amer. La France U7½	6000	Opt	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9800
Bridgeport G-7	....	170	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	G&O	Zen	V	Eis	Non	D. B-L	B-L 60	A	4	Spi	Tim 6760	W	F	10 33	.....	A	She 4FA20	S.P.	Ros	Smi	....	8500
Brockway BT-7½	....	150	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	FP	Pha	Bus	Zen	V	Eis	L-N	D. B-L	B-L 70	A	7	Spi	Tim 68700S	W	F	10 33	.....	B	Tim 1732B	She	Ros	Day	Non	10000
Buck 94	....	183°	S 36x7‡	S 40x7	Con B7	4-5x6	40 0	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 6760	W	F	11.6	110.2	A	Tim 1632	Mat	Ros	Smi	Fir	9500
Buck 96	....	183°	S 36x7	S 40x7	Con 14H	6-4½x5¾	48 6	L	PC	Pie	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60	A	7	Spi	Tim 6760	W	F	11.0	110 0	A	Tim 1730B	Mat	Ros	Smi	Fir	9500
Clinton 120SM	....	172	S 36x6	DS40x7	Wau EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 60 Max	A	7	Blo	Tim 6760	W	F	8.8	83.6	A	Tim 1732B	Per	Ros	StM	.....	9500
Diamond T S7 7-½	....	170	S 36x7	S 40x14	Her G	4-4¾x5¾	36 1	L	PC	Pie	G&O	Str	G	Apo	A-L	D. Cov	B-L 70	A	7	Spi	Tim	W	F	11 6	116 0	A	Tim	Mat	Ros	Smi	.....	10000
Eagle 107	....	154°	S 36x6	S 40x14	Bud YTU	4-4½x6	32.4	L	PC	.....	Own	Zen	G	Eis	....	D. B-L	B-L 60	A	7	Pet	Wis 1600	R	F	10 25	.....	A	Wis 30	Cha	Ros	Smi	.....	.....
Fageol 645	5450	172	S 36x6	DS40x7	Wau DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Bos-A	Bos-A	D. B-L	B-L 55	U	4	Spi	Tim 6760	W	F	10.33	55.2	A	Tim 1732B	Mat	Ros	Van	....	9750
Federal X8	....	163	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Own	Zen	G	Eis	Rem	P. B&B	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	60 6	A	Tim 1630B	Mat	Gem	Smi	Non	9100
Garford 150W	....	162	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60	J	4	Spi	Tim 6760	C	D	10.25	97.3	B	Tim 1732B	Per	Ros	Day	Non	10100
‡Gary B50	5450	182	S 36x6	S 40x14	Bud BTU	4-5x6½	40 0	L	PC	.....	Chi	Str	V	Eis	Non	D. Ful	ul	A	4	Spi	Tim 6766	W	F	11.6	56 4	A	Tim 1732	Mar	Ros	Day	Non	9250
Gramm 1048-O	....	152°	S 36x6‡	DS40x6	Her G	4-4¾x5¾	36.1	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D Ful	Ful H	A	8	Blo	Wis 1600	R	F	6.9	126	B	Wis 30	Mat	Ros	Smi	Non	8700
Gramm 1068-O	....	152°	S 36x6‡	DS40x6	Con 6B	6-3¾x5	33.7	L	FP	Pie	Own	Zen	V	Bos-R	A-L	D. Ful	Ful H	A	8	Blo	Wis 1600	R	F	6.9	126.	B	Wis 30	Mat	Ros	Smi	Non	8700
Guilder L 6-7	....	170	S 36x6	S 40x14	Bud BTU	4-5x6½	....	L	PC	Pie	G&O	Zen	G	Eis	Non	D. B-L	B-L 60	A	4	M-E	Wis 1600	R	F	9.10	.....	A	Shu 650	Mer	Ros	Van	Van	9600
Hahn N	5200	162°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pha	Chi	Str	G	Bos-A	Del	D. B-L	B-L	A	4	Spi	Tim 6760	W	F	10.25	.....	..	Tim 1732	Mer	Ros	.....	.....	9200
Kelly-Springfield KS70	....	158	S 36x7	S 40x14	Own	4-4½x6½	32 4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	12.9	122.7	..	Own	Mat	Ros	Smi	Non	9400
Mack AC6½	....	156°	S 36x6	S 40x12	Own AC	4-5x6	40 0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	*9.69	62 2*	D	Own AC	Mer	Own	.....	.....	.....
Mack AC7½	....	156°	S 36x7	DS40x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5*	67.14*	D	Own AC	Mer	Own	.....	.....	.....
Master 64	....	170	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	Pie	Chi	Zen	V	Eis	Non	D. Ful	Ful	A	4	Spi	Tim 6760	W	F	Opt	Opt	A	Tim 1730B	Det	Ros	Smi	Non	9800
Moreland SX4-6	6290	168°	S 36x6	S 36x8	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 60	U	7	Pet	Tim	W	F	8 75	83 0	....	Tim	U.S.	Ros	Smi	Fir	9500
Moreland SX6-6	6860	168°	S 36x6	S 36x8	Con 14T	6-4¾x5¾	43.2	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 60	A	7	Pet	Tim	W	F	8 75	83 0	....	Tim	U.S.	Ros	Smi	Fir	9500
Moreland TX4-6-7	7800	168°	S 36x7	S 36x10	Con B7	4-5x6	40 2	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 60	A	7	Pet	Tim	W	F	8 75	83 0	....	Tim	U.S.	Ros	Smi	Fir	9500

Moreland SX4-6	6290	168°	S 36x6	S 36x8	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Str	V	Spl	A-L	. Own	B-L 60	U	7	Pet	Tim	W	F	8 75	83.0	...	Tim	U.S.	Ros	Smi	Fir	9500						
Moreland SX6-6	6860	168°	S 36x6	S 36x8	Con 14T	6-4¼x5¼	43.3	L	FP	Non	Own	Str	V	A-L	A-L	. Own	B-L 60	A	7	Pet	Tim	W	F	8 75	83 0	...	Tim	U.S.	Ros	Smi	Fir	9700						
Moreland TX4-6-7	7800	168°	S 36x7	S 36x10	Con B7	4-5x6	40.0	L	FP	Non	Own	Str	V	Spl	A-L	B-L	B-L 70	A	7	Pet	Tim	W	F	9.25	86.5	...	Tim	U.S.	Ros	Smi	Fir	10900						
Moreland TX6-10	8540	173°	S 36x7	S 36x10	Con 14H	6-4½x5¾	48.6	L	FP	Non	Own	Str	V	A-L	A-L	. B-L	B-L 70	A	7	Pet	Tim	W	F	9.25	87.5	...	Tim	U.S.	Ros	Smi	Fir	11000						
Pierce-Arrow RF7½	5600	168	S 36x6‡	DS40x8	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own RF	S.P	Own	Bet	.....	9540						
Saurer 5AD	6000	Opt	S 40x6‡	DS40x7‡	Own 5AD	4-4‡x7½	29.3	L	PS	Own	Own	Own	G	Sci	Opt	K. Own	Own 5AD	U	4	Own	Own 5 AD	B	F	7.87	50 0	B	Own 5AD	Own	Own	Own	.....	7500						
Schacht 7½	5100	168	S 36x7	DS40x8	Wis RBU	4-5x6	40.0	L	FP	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Ros	StM	.....	9000						
Standard 5-7	....	165°	S 36x6	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Sim	Lon	Str	V	Eis	Bos A‡	D. B-L	B-L 60	A	7	Spi	Tim 6760	W	F	6.86	83.6	A	Tim 1730	Eat	Gem	Day	Non	8700						
Sterling EW23-6	....	174°	S 36x6	S 40x12	Own DU	4-4½x6¼	32.4	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	8675						
Sterling EWS25-6½	....	174°	S 36x6	S 40x12	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9175						
Sterling EW27-7½	....	174	S 36x6	S 40x14	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9475						
Sterling EC26-6	....	174°	S 36x6	S 40x12	Own EU	4-5x6¼	40.0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43 6	A	Tim	Mat	Ros	Hoo	.....	8800						
Sterling EC29-8½	....	174°	S 36x6	S 40x14	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43 6	A	Tim	Mat	Ros	Hoo	.....	9825						
Sterling EC35-11	....	174°	S 36x7	S 40x14	Own EU	4-5x6¼	40 0	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	7.3	43 6	A	Tim	Mat	Ros	Hoo	.....	10250						
U. S. T	4400	172°	S 36x6	DS40x6	Bud ATU	4-4¾x6½	36.1	L	PC	Sim	Own	Str	V	Eis	Bos-A	D. B-L	B-L 60	A	4	Blo	She W-51	W	½	10.2	54.8	B	She 4FA20	She	Lav	Smi	Non	9700						
Victor 90	5200	164	S 36x7	S 40x14	Con B5	4-4¾x6	36.1	L	FP	Pie	Per	Zen.	V	Eis	.....	D. Ful	Ful GU14	U&A	8	U-M	Wis 160B	R	F	11.0	321.5	A	Shu 650	Det	Ros	Day	.....	8500						
Ward LaFrance 7B	....	164	S 36x6	DS40x7	Wau EU	4-5x6¼	40.0	L	PC	Wau	Own	Str	G	Apo	A-L	D. B-L	B-L 60 Max	A	7	Spi	Tim	W	F	8.8	83 6	A	Tim	Mar	Ros	Day	.....	9500						
Ward La France 7B6	....	.....	S 36x7	DS40x8	Wau 6AL	6-4½x5¾	...	L	PC	Wau	Own	Zen	V	Bos-R	A-L‡	D. B-L	B-L 60 Max	A	7	Spi	Tim Spec.	W	F	8.8	83.6	B	Tim	Mar	Ros	Day	.....	9575						
Winther 144-7	6000	162	S 36x6	DS40x7	Wis ABU	4-5x6	40.0	L	FP	Pie	Own	Str	V	Eis	Bos-A	P. M-E	H-L	A	7	Pet	Wis	R	F	11.0	100.0	A	Tim	Mat	Ros	Cla	.....	9500						
Witt Will AS	5000	172°	S 36x6	DS40x7	Con B5	4-4¾x6	36.1	L	FP	Non	Own	Zen	G	Eis	Bos-A	D. B-L	B-L 60 Max	A	7	Spi	Tim 6760	W	F	10.25	.....	A	Tim 1732B	She	Ros	Day	Non	9500						
Gasoline Tractor-Trucks																																					
Acme 24	....	121	P 30x5	P 30x5	Con S4	4-4¼x4½	28.9	L	FP	.....	Per	Zen	V	Bos-A	Bos-A	D. Ful	.....	U	3	Blo	Col 53006	S	F	5 10	20.9	A	Co l 5303	Det	Ros	Smi	Fir	3625						
Acme 36	....	123	P 32x6	P 32x6	Con 8R	6-3⅝x4½	27.3	L	FP	.....	Per	Zen	V	Bos-A	Bos-A	D. Ful	.....	U	3	Blo	Tim 5620	W	F	6.37	26.1	A	Tim 1460	Det	Ros	Smi	Fir	4000						
Acme 54	....	127½	P 34x5	P 34x8	Con S4	4-4¼x4½	28.9	L	FP	Pie	Per	Zen	V	Bos-A	Bos-A	D. Ful	.....	U	4	Blo	Tim 65660D	W	F	8.5	40 8	A	Tim 1526	Det	Ros	Smi	.....	5000						
Acme 56	....	137	P 34x5	P 34x8	Con 6B	6-3¾x5	33.7	L	FP	Pie	Per	Zen	V	Bos-A	Bos-A	D. Ful	.....	U	4	Blo	Tim 65660D	W	F	7.75	37.2	A	Tim 1526	Det	Ros	Smi	.....	5000						
Acme 74	....	134	P 36x5	P 36x10	Con L4	4-4½x5½	32 4	L	FP	Pie	G&O	Zen	V	Bos-A	Bos-A	D. Ful	.....	A	4	Blo	Tim 6570	W	F	8.5	53.5	A	Tim 1544B	Det	Ros	Bim	.....	6000						
Acme 76	....	138	P 36x5	P 36x10	Con 7T	6-4½x5¼	40 8	L	FP	Pie	Per	Zen	V	Bos-A	Bos-A	D. Ful	.....	A	4	Blo	Tim 6570	W	F	7.75	46 7	A	Tim 1544B	Det	Ros	Bim	.....	6800						
Acme 104	....	141	P 36x6	P 40x14	Con B7	4-5x6	40.0	L	FP	Pie	G&O	Zen	V	Bos-A	Bos-A	D. Ful	.....	A	8	Blo	Tim 6666	W	F	10.	107 0	A	Tim 1632	Det	Ros	Smi	....	9200						
Amer. La France 5 Ton	3950	143½	S 36x4	S 36x7	Own 2R	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 2R	A	4	Own	Own 2R	R	F	7.57	40.8	B	Own 2R	Mer	.....	Day	Non	6400						
Amer. La France 7 Ton	4950	146½	S 36x5	S 36x10	Own 3R	4-4¾x6	28.9	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 3R	W	F	8.75	47.6	B	Own 3R	Mer	.....	Day	Non	8400						
Amer. La France 10 Ton	5500	146½	S 36x6	DS40x6	Own 5R	4-4¾x6	36 1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9400						
Amer. La France 13 Ton	5750	146½	S 36x6	DS40x6	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	10.0	54.4	B	Own 5R	Mer	.....	Day	Non	9500						
Amer. La France 15 Ton	6000	146½	S 36x7	DS40x7	Own 5R	4-4¾x6	36.1	L	PS	Own	Bus	Zen	V	Bos-A	Bos A‡	D. Own	Own 5R	A	4	Own	Own 5R	W	F	11.67	63.5	B	Own 5R	Mer	.....	Day	.....	9700						
Armleder 30	....	115	S 34x6	S 34x6	Her OX	4-4x5	25.6	L	PC	Non	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	½	8.75	47.0	A	Tim	She	Ros	Smi	Fir	4100						
Armleder 50	....	116	S 36x4	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Han	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	F	9.25	49.5	A	Tim	She	Ros	Smi	Fir	5100						
Armleder 70	....	119	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Han	Own	Zen	V	Bos-A	Bos A‡	D. B-L	B-L	U	4	Spi	Tim	W	F	12.0	64.2	A	Tim	She	Ros	Smi	.....	.....						
Diamond T T3T	1191½	S 36x3½	S 36x5	Her OXA	4-4x5	25.6	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov	U	3	Spi	Tim	W	½	8.20	29.9	A	Tim 1452	Mat	Ros	.....	Non	.....						
Diamond TU4T	1291¼	S 36x4	S 36x8	Her KA	4-4¼x5¾	28.9	L	PC	Mer	G&O	Str	V	Apo	.....	D. Cov	Cov RAD4	A	4	Spi	Tim 6566	W	F	.....	.....	...	Tim 1544B	Mat	Ros	.....	.....	5940						
Diamond T K2T	1183⅜	S 36x5	DS36x5	Her LA	4-4½x5¾	32.4	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	Cov SA4	A	4	Spi	Tim 6666	W	F	8.80	44.3	A	Tim 1632B	Mat	Ros	.....	Non	.....						
Diamond T S2T	....	140	S 36x6	DS40x5	Her GA	4-4¾x5½	36.1	L	PC	Mer	G&O	Str	V	Apo	Non	D. Cov	B-L 60	A	4	Spi	Tim 6760	W	F	11.6	56 4	A	Tim 1732B	Mat	Ros	.....	Non	.....						
Federal LD	3200	121	S 36x4	DS36x4	Con K4	4-4½x5¼	27.2	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	B-L 55	A	4	Spi	Tim 6560	W	F	8.50	50.1	A	Own	.....	Gem	.....	Non	5000						
Federal HD	4235	125	S 36x5	DS36x5	Con L4	4-4½x5½	32.4	L	FP	Pha	Own	Zen	V	Eis	Rem	P. B&B	B-L 60	A	4	Spi	Tim 6666	W	F	10.3	59 8	A	Tim 1630B	.....	Gem	.....	Non	6700						
Garford 50	....	130	S 36x5	S 36x8	Bud EBU-I	4-4¼x5½	28.9	L	PC	Sim	Own	Zen	G	Spl	A-L	D. Own	B-L 55 Max	A	7	Spi	Tim 65660D	W	F	8 5	80.75	A	Tim 1532B	Per	Ros	Day	.....	5950						
Garford 80	....	132	S 36x5	S 36x12	Bud BTU	4-5x6½	40 0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B.G.	Tim 6666	W	F	8.75	83.1	A	Tim 1632B	Per	Ros	Bet	.....	8700						
Garford 100	....	132	S 36x6	S 40x14	Bud BTU	4-5x6½	40.0	L	PC	K-P	Own	Zen	G	Spl	A-L	D. Own	B-L 60 Max	A	7	B.G.	Tim 6760	W	F	10.25	97.38	A	Tim 1632B	Per	Ros	Bet	.....	9450						
G.M.C. K-52T	....	128½	S 36x4	S 36x8	Own K-52	4-4x5½	25.6	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K52	U	7	Own	Tim 6560	W	F	8.50	57.5	A	Tim 1542B	Det	Own	Day	Non	5520						
G.M.C. K-72T	....	137	S 36x5	S 36x12	Own K-72	4-4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K72	A	7	Own	Tim 6666	W	F	8 75	75.4	A	Tim 1632B	Det	Own	Day	Non	8120						
G.M.C. K-102T	....	137	S 36x6	S 36x14	Own K-102	4-4½x6	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own K102	A	7	Own	Tim 6760	W	F	10.00	86.2	A	Tim 1632B	Det	Own	Day	Non	8880						
G.M.C. K-10T	....	111¼	S 36x5	S 36x12	Own K-102	4-4½x6½	32 4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6666	W	F	10.33	.....	A	Tim 1632B	Det	Own	Day	Non	7677						
G.M.C. K-15T	....	111¼	S 36x6	S 36x14	Own K-102	4-4½x6½	32.4	L	FP	Own	McC	Mar	G	Eis	Rem	D. Own	Own	U	7	Own	Tim 6760	W	F	10.66	.....	A	Tim 1732B	Det	Own	Day	Non	8477						
Harvey WTT. 6 ton	3500	125	S 36x5	S 36x10	Bud EBU-I	4-4¼x5½	28.9	L	PC	McC	Own	Str	G	Eis	Non	D. B-L	B-L 55	A	7	Spi	Tim 6570	W	F	10.5	99.75	A	Tim 1544B	Bea	Ros	Int	.....	6950						
Harvey WHT. 10 ton	4250	125	S 36x6	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	McC	Own	Str	G	Eis	Non	D. Ful	B-L 60	A	4	Spi	She W-32	W	½	10.25	54.8	A	She 4FA20	Bea	Ros	Int	.....	8900						
Int. Harvester 43	....	115	S 36x4	S 36x7	Own 43	4-3½x5	22.5	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 43	I	D	9.00	53.1	B	Own 43	.....	Own	Own	.....	4760						
Int. Harvester 63	....	120	S 36x5	S 36x8	Own 63	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 63	I	D	9.00	53 1	B	Own 63	.....	Own	Own	.....	5600						
Int. Harvester 103	....	134	S 36x5	S 40x14	Own 103	4-4¼x5	28.9	H	SP	Own	Own	Own	G	Own	Opt	D. Own	Own	U	4	Own	Own 103	I	D	11.00	64.9	B	Own 103	.....	Own	Own	.....	7435						
Kelly-Springfield K-70	....	120	S 36x4	S 36x7	Con K4	4-4½x5¼	27.2	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Spi	Own K70	W	½	9.25	49.5	A	Own K70	Mat	Ros	StM	Non	5887						
Kelly-Springfield K-75	....	124	S 36x5	S 36x10	Con L5	4-4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Pet	Cla 2H	I	D	9.00	48.1	D	Own K75	Mat	Ros	Cla	Non	6300						
Kelly-Springfield K-76	....	124	S 36x5	S 36x10	Con L5	4-4¼x5½	28.9	L	FP	Pie	Own	Zen	G	Eis	Opt	P. B&B	B-L 55	A	4	Pet	Own K76	W	½	11.6	62.0	A	Own K76	Mat	Ros	StM	Non	6400						
Kelly-Springfield K-41	....	126	S 36x5	S 36x12	Own K41	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Cla 3H	I	D	11.6	62.0	D	Own K41	Per	Gem	Cla	Non	7740						
Kelly-Springfield K-42	....	126	S 36x5	S 40x5	Own K42	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Std 607-5	W	½	10 2	54.8	A	Own K-42	Per	Gem	Smi	Non	8100						
Kelly-Springfield K-61	....	126	S 36x6	DS36x7	Own K61	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60	A	4	Pet	Cla 5H	I	D	11 6	62 0	D	Own K-61	Per	Gem	Cla	Non	9020						
Kelly-Springfield K-100	....	143	S 36x6	S 40x14	Own	4-4½x6½	32.4	T	PC	Pie	Lon	Zen	G	Eis	Opt	P. B&B	B-L 60 Max	A	7	Pet	Own	C	D	13.41	127.0	A	Own	Per	Gem	Smi	Non	9400						
Mack AB 5-Ton	....	122½	S 36x4	DS36x4	Own AB	4-4¼x5	28.9	L	PS	Own	Own	Str	G	Spl	N-E‡	D. Own	Own AB	U	4	Spi	Own AB	C	D	10.5*	51 1*	B	Own AB	Mer	Own	.....	.....	.....						
Mack AC 7-Ton	....	128	S 34x5	DS36x5	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9.06*	58.0*	D	Own AC	Mer	Own	.....	.....	.....						
Mack AC 10-Ton	....	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	9 69*	62.2*	D	Own AC	Mer	Own	.....	.....	.....						
Mack AC 13-Ton	....	128	S 34x6	DS36x6	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	10.5*	67 4*	D	Own AC	Mer	Own	.....	.....	.....						
Mack AC 15-Ton	....	128	S 34x7	DS36x7	Own AC	4-5x6	40.0	L	PS	Own	Own	Str	G	Spl	N-E‡	P. Own	Own AC	J	4	Spi	Own AC	C	D	11.5*	73.5*	D	Own AC	Mer	Own	.....	.....	.....						
Pierce-Arrow XB	3750	133	S 36x5	S 36x5	Own XB	4-4x5½	25.6	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own XB	A	4	Spi	OwnXB	W	½	9.25	50.2	A	Own	S.P	Own	Own	Non	6280						
Pierce-Arrow RD	5400	133	S 36x6	S 36x6	Own RD	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own RD	A	4	Spi	Own RD	W	F	7.8	41.5	B	Own	S.P	Own	Own	Non	8490						
Pierce-Arrow RF	5600	118	S 36x6	S 36x7	Own RF	4-4½x6¾	32.4	T	FP	Own	Own	Str	P	Del	Del	D. Own	Own RF	A	4	Spi	Own RF	W	F	10.0	51.9	B	Own	S.P	Own	Own	Non	9540						
Saurer	6000	Opt	S 40x6	DS40x7	Own	4-4‡x7½	29.3	L	PS	Own	Own	Own	G	Sci	Opt	K. Own	Own	U	4	Own	Own	B	F	7.87	50.	B	Own	Own	Own	Own	.....	7500						
Schacht 5 Ton	3800	129½	S 36x5	S 36x10	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own 5	A	8	Spi	Own	R	F	8.5	40.4	B	Own	She	Own	.....	Non	6400						
Schacht 7 Ton	4000	129½	S 36x5	S 36x12	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own 7	A	8	Spi	Own	R	F	10 4	49.4	B	Own	She	Own	.....	Non	7500						
Schacht 13 Ton	4800	131½	S 36x6	DS40x7	Wis RCU	4-4½x6	32.4	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own 13	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	.....	Non	8400						
Schacht 15 Ton	5100	131½	S 36x7	DS40x8	Wis RBU	4-5x6	40 0	L	PC	Pie	Own	Zen	G	Bos-A	Non	D. B-L	Own 15	A	8	Spi	Own	W	F	14.0	66.5	B	Own	She	Own	.....	Non	9000						
Service 61	....	127⅝	S 36x4	S 36x10	Bud EBU-I	4-4¼x5½	28 9	L	PC	Non	.....	Str	V	Eis	Rem	P. B&B	B-L 51	A	4	Spi	Tim 6566	W	F	7 75	41 5	A	Tim 1544B	She	Ros	Int	.....	5785						
Service 81	....	131⅞	S 36x5	S 36x12	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	Rem	P. B&B	B-L 60	A	4	Spi	Tim 6666	W	F	7.8	41.7	A	Tim 1632B	She	Ros	Int	.....	7900						
Service 103	....	131⅞	S 36x6	S 40x14	Bud YBU-I	4-4½x6	32.4	L	PC	Non	.....	Str	V	Eis	Rem	P. B&B	B-L 60	A	7	Spi	Tim 6760	W	F	10.25	97 3	A	Tim 1732B	She	Ros	Int	.....	9150						
Steinkoenig 6 ton	....	120	S 34x4	S 34x8	Wau V	4-4x5	25.6	L	FP	Wau	Own	Zen	V	Apo	L-N	D. B-L	B-L 35	U	4	Spi	Cla 720B	...	..	7.00	37.4	B	Shu 5410	Own	Ros	Smi	.....	.....						
Steinkoenig 10 ton	....	124	S 36x5	S 36x12	Wau CU	4-4⅝x5¾	30.6	L	FP	Wau	Own	Zen	V	Apo	L-N	D. B-L	B-L 55	A	7	Spi	Tim 6570D	W	..	8.50	80.7	B	Shu 5850	Own	Ros	Day	.....	.....						
Sterling DW10T-5	....	148	S 36x4	S 36x8	Own CU	4-4½x5¾	....	L	PC	Wau	Own	Zen	V	Eis	.....	D. B-L	B-L 51	U	4	Spi	Tim	W	F	7.25	38.8	A	Tim	Mat	Ros	Hoo	.....	4680						
Sterling EW15T-7½	....	148	S 36x5	S 40x10	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.7	51.8	A	Tim	Mat	Ros	Hoo	.....	7775						
Sterling EW20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	...	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	B-L 60	A	4	Spi	Tim	W	F	8.8	52 4	A	Tim	Mat	Ros	Hoo	.....	8675						

Gasoline Tractor-Trucks—Continued

Sterling EWS24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	S-L 60	A	4	Spi	Tim	W	F	8.8	52.4	A	Tim	Mat	Ros	Hoo	.....	9175
Sterling EC20T-10	....	148	S 36x6	S 40x12	Own DU	4-4½x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52 7	A	Tim	Mat	Ros	Hoo	.....	8100
Sterling EC\S24T-12	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8400
Sterling EC28T-14	....	148	S 36x6	S 40x12	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Hoo	.....	8800
Sterling EC32T-16	....	148	S 36x6	S 40x14	Own EU	4-5x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	8.7	52.7	A	Tim	Mat	Ros	Day	.....	9825
Sterling EC50T-25	....	148	S 36x7	S 40x14	Own GU	4-5⅜x6¼	....	L	PC	Wau	Own	Zen	V	Eis	.....	O. H-S	Own	A	6	B.G.	Own	C	D	9.8	59.5	A	Tim	Mat	Ros	Day	....	10250
Walter FS	....	Opt	S 40x7	DS40x6	Own 6	6-4x5¾	....	L	PC	Own	Own	Zen	V	Apo	Bos-A	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	8500
Walter FSR	....	Opt	S 40x7	DS40x7	Own 6	6-4x5¾	....	L	PC	Own	Own	Zen	V	Apo	Bos-A	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	10000
Walter FH	....	Opt	P 40x8	DP40x8	Own 6	6-4½x5¾	....	L	PC	Own	Own	Zen	V	Apo	Bos-A	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	8500
Walter FHR	....	Opt	S 40x7	DS40x7	Own 6	6-4½x5¾	....	L	PC	Own	Own	Zen	V	Apo	Bos-A	Own	Own	U	5	Own	Own	R	D	8.50	85.0	E	Own	.....	Ros	Day	.....	10000

Motor Bus Chassis Specifications

For Other Chassis Which Are Recommended and Adaptable for Bus Use, See Models Having Sign (§) in the "COMMERCIAL CAR SPECIFICATIONS"

Key of abbreviations, page 38

MAKE AND MODEL	GENERAL					ENGINE				ELECTRICAL SYSTEM				Normal Speed		TRANSMISSION				REAR AXLE			FRONT AXLE		TIRES AND WHEELS				DIMENSIONS (In.)		
		WEIGHT										Battery				CLUTCH	GEARSET								TIRES (In.)				Overall		
	Seating Capacity	Chassis Only	Chassis with Body	Recommended Body Allowance	Wheelbase	Make and Model	Number of Cylinders, Bore and Stroke	Radiator Make	Carburetor Make	Ignition System Make	Generator and Starter Make	Make	Voltage and Amp. Hr. Cap.	High M. P. H.	Low M. P. H.	Type and Make	Make and Model	Number of Forward Speeds	Universal Make	Make and Model	Final Drive	Brake Location	Make and Model	Steering Gear Make	Front	Rear	Wheels—Make	Turning Radius (Ft.)	Floor Height	Length	Width
Ace C	30	6500	11500	5000	204	Con 7T	6-4½x5¾	Own	Zen	Eis	Bos-R	USL	12-110	35	6.0	D. B-L	B-L 55	4	Pet	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	34	27½	316	90
Acme 116	18	4910	8460	....	180	Con 6B	6-3¾x5	Per	Zen	Eis	Bos-A	Wil	6-153	40	....	D. B-L	B-L 51	4	Blo	Cla B6000	B	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	259	83¾
Acme 121	22	5110	9280	....	205	Con 7T	6-4½x5¼	Per	Str	Eis	Bos-A	Wil	6-153	45	....	D. B-L	B-L 55	4	Blo	Wis	B	A	Shu	Ros	P 32x6	DP 32x6	Mot	.....	21¾	276	83¾
American-LaFrance4R	25	8700	....	....	196	Own 4R	4-4¾x6	Own	Zen	Bos-A	N-E	Wil	12-140	27	6.0	D Own	Own	4	Spi	Own 4R	R	B	Own 4R	Own	P 34x7	DP 34x7	Bud	33	27	298	89¾
American-LaFrance4R	29	6100	....	....	226	Own 4R	4-4¾x6	Own	Zen	Bos-A	N-E	Wil	12-140	27	6.0	D Own	Own	4	Spi	Own 4R	R	B	Own 4R	Own	P 34x7	DP 34x7	Bud	37½	27	328	89¾
Bridgeport HB	29	6500	9900	4500	224	Bud BUS	6-4x5½	G&O	Zen	Eis	L-N	Wil	12-130	45	5.0	D. B-L	B-L 51	4	Spi	Wis 13200K	R	A	Shu 610R	Ros	P 34x7	DP34x7	Bud	36	25¾	312	92
Brockway EB	18	3975	6350	2500	153	Wis SU	4-4x5	G&O	Zen	Eis	L-N	Exi	12-220	42	10.0	D. B-L	B-L 30	3	Spi	Col 53013	B	E	Col 5214	Gem	P 32x6	P 34x7	Van	28	28½	243	64
Brockway EB4	18	4000	6400	2500	153	Wis 6Y	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12-220	45	11.0	D. B-L	B-L 30	3	Spi	Col 53013	B	E	Col 5214	Gem	S 30x5	DS 30x5	Bud	28	28½	243	64
Brockway H	22	6450	7975	3000	164	Wis HB	6-3¾x5	G&O	Zen	Eis	L-N	Exi	12-220	45	8.5	D. B-L	B-L 55	4	Spi	Wis 6731	B	A	Shu 5550	Ros	P 32x6	DP 32x6	Bud	30	26½	256	74
Brockway JI	29	7680	11000	5000	221	Wis H	6-4x5	G&O	Zen	Eis	L-N	Exi	12-220	40	6.5	D. B-L	B-L 55	4	Spi	Tim 65220	I	A	Shu 610B	Ros	S 34x7	DS 34x7	Bud	32	26	344¾	90
Clinton 65B	30	5925	8700	2725	184	Wau CU	4-4¾x5¾	Own	Zen	Bos-A	Bos-A	Pol	6-180	30	3.0	D. B-L	B-L 55	4	Blo	Tim 6566	W	A	Tim 1544B	Ros	P 36x6	DP 36x6	Bud	37	30	270	75½
Clinton 65BS	35	6600	9600	3000	220	Wau 6Q	6-4x5¾	Own	Zen	L-N	Bos-A	Pol	12-220	35	3.0	D. B-L	B-L 55	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	40	26	286	90
Commerce 60	25	.....	.....	3000	229	Con 6B	6-3¾x5	Lon	Zen	Bos-A	Bos-A	Wil	6-153	35	6.0	D. B-L	B-L 60H	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	.....	20½	330	90
Commerce 65	34	8220	.....	3500	242	Con 14H	6-4½x5¾	Per	Zen	Bos-A	L-N	Wil	12-153	35	5.0	D. B-L	B-L 60H	4	Blo	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	.....	20½	343	90
Concord Bus	25	.....	.....	...	216	Bud Bus	6-4x5½	Own	Zen	Bos-A	L-N	Exi	12-220	40	7.0	D. B-L	B-L 51Sp.	4	Blo	Tim 6571S	W	A	Shu 5550B	Ros	P 32x6	DP 32x6	Bud	38	28	279	90
Day-Elder 20	...	5200	7700	2500	168	Con 6B	6-3¾x5	Bus	Zen	Eis	Bos-A	Wil	6-153	35	7.0	D. B-L	B-L 51	4	Spi	Tim 64600D	W	A	Tim 1544B	Gem	P 32x6	DP 32x6	Bud	30	30	246½	72⅝
Day-Elder 30	...	7000	11000	4000	196	Bud Bus	6-4x5½	Bus	Zen	Eis	L-N	Wil	6-153	35	7.0	D. B-L	B-L 51	4	Spi	Tim 6522D	W	A	Tim 1560	Gem	P 36x6	DP 36x6	Bud	27	25	293	90
Denby 36	30	7000	10500	3500	216	Con 6B	6-3¾x5	Lon	Zen	Bos-R	Bos-R	Wil	12-153	30	....	D. Ful	Ful GU14	4	Blo	Cla 3D	I	A	Shu 610B	Ros	P 36x6	DP 36x6	Bud	34	21	294	91
Dorris M4 Parlor Car	17	4200	7700	3500	176	Own	4-4¼x5½	Mod	Str	Bos-A	Bos-A	Wil	6-130	40	5.0	D. B-L	B-L 51	4	Spi	Wis DR	R	B	Tim	Ros	P 32x6	DP 32x6	Bud	32	23½	264	84
Dorris L6 Parlor Car	25	6475	11000	....	224	Own	6-4x5	Mod	Str	Bos-A	N-E	Wil	12-153	35	5.0	D. B-L	B-L 55	4	Spi	Wis DR	R	B	Tim 1560	Ros	P 36x6	DP 36x6	Bud	36	24	309	90
Dorris L6 (gas elec.)	29	7875	12875	4500	224	Own	6-4x5	Mod	Str	Bos-A	N-E	Wil	12-130	35	5.0	Non	Non	....	Spi	Wis DR	R	A	Tim 1560	Ros	S 34x7	DS 34x7	Bud	36	23	309	92
Dorris M6 Parlor Car	21	5100	9075	3500	190	Own	6-4x5	Mod	Str	Bos-A	Bos-A	Wil	6-130	35	5.0	D. B-L	B-L 51	4	Spi	Wis 42B	R	B	Tim 1473	Ros	P 32x6	DP 32x6	Bud	36	22½	282	90
Fageol Parlor Car	26	6770	10550	....	230	HaS 75	6-4¼x5½	Lon	Zen	Del	Del	USL	12-118	35	7.0	D. B-L	B-L 55	4	Spi	Tim 65190	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	38½	20¾	343	88
Fageol Street Car	29	6480	10000	....	218	HaS 50.	4-4¼x5½	Lon	Zen	Del	Del	USL	12-118	35	7.0	D. B-L	B-L 55	4	Spi	Tim 65190	W	A	Tim 1524	Ros	P 36x6	DP 36x6	Bud	38	22½	339	88
Federal	25	5450	.....	2500	190	Con 6B	6-3¾x5	Mod	Zen	Eis	Rem	Exi	6-185	35	6.0	P B &B	B-L 55	4	Spi	Tim 6566	W	A	Own	Gem	P 32x6	DP 32x6	Bud	28	30	266¾	....
Fifth Ave. J	25	5850	8530	2780	172	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Exi	12-120	30	7.5	P. Own	Own J	4	Sne	Tim 6412	W	A	Tim 1523	Ros	P 32x6	P 32x6	Bud	30½	27¾	277	87½
Fifth Ave. L	55	6850	12040	5190	174¾	Yell EZ	4-4x6	Own	Zen	Eis	N-E	Exi	12-150	27	5.0	Yell	Own L	4	Spi	Own L	I	B	Own L	Ros	S 36x5	DS 36x5	Own	26½	25	296	90
Garford 51D	29	6500	9900	3400	187	Bud Bus	6-4x5½	Own	Str	Spl	Rem	Wil	6-190	35	5.0	D Own	Own 51D	8	Spi	Tim 6516	W	A	Tim 1550	Ros	P 36x6	P 36x6	Day	30	28¾	296	91
Garford KB	21	3300	6000	2400	180	Wis Y.	6-3-5/8x5	Lon	Zen	A-L	A-L	Wil	6-135	35	7.3	D. B-L	B-L 31	3	U-M	Tim 5620H	B	E	Tim 1473H	Han	S 32x6	S 34x7	Day	28	23	.....	84
Garford CB	29	6900	11300	4400	220	Wis Z	6-4½x5	Lon	Zen	Spl	L-N	Wil	12-153	57	11.9	D. B-L	B-L 60S	4	Spi	Tim 6522W	W	E	Tim 1660W	Ros	S 36x6	DP 36x6	Bud	35	23	.....	....
Gary 45B	40	.....	.....	....	220	Bud GL6	6-4½x6	Chi	Str	Rem	Rem	.....	.....	...	.....	. Ful	Ful	4	Sel	Tim	W	...	Tim	Ros	P 36x6	DP 36x6	Bud	.....	26	366	....

Gotfredson 56B–60	60	.....	.....	.....	228½	Bud GL6	6-4½x6	McC	Zen	Bos-R	N-E	Wil	12-250	...	.....	P. B & B	B-L	4	Spi	Tim	W	C	Tim	Ros	P 36x8	P 36x8	Bud	.....	24½	.....	.....
Gotfredson 50B–29	29	.....	.....	.....	208°	Bud GL6	6-4½x6	McC	Zen	Bos-R	N-E	Wil	12-250	...	.....	P. B& B	B-L	4	Spi	Tim	W	E	Tim	Ros	P 34x7	DP 34x7	Bud	.....	24½	.....	.....
Graham Bros. YC	21	3580	6600	.....	162	Dodge	4-3½x4½	McC	Dod	N-E	N-E	Wil	6-215	30	4.0	D. Dod	Dod Spec.	3	U-P	Own	S	A	Cla	Ros	P 32x6	P 34x7	Cla	31½	27½	250	86
Gramm N	15	3100	5100	2000	164	Con 8R	6-3⅝x5½	Own	Zen	A-L	A-L	USL	6-135	40	5.0	. Cov	Cov	3	Blo	Eat 1002	B	B	Col 5300	Ros	P 30x5	P 30x5	Smi	.....	28½	.....	.....
Gramm R	21	5060	8060	3000	184°	Con 6B	6-3⅝x5	Own	Zen	A-L	A-L	USL	6-135	40	5.0	D. Ful	Ful GU17	4	Blo	Eat 2252	B	E	Col 5200	Ros	P 32x6	DP 32x6	Bud	.....	21	247	.....
Grass Premier ZR3	22	5150	8600	3500	200	Wau	6-4⅜x5¾	Chi	Str	Eis	Bos-A	Exi	6-	40	2.0	D. B-L	B-L 55	7	Spi	Tim 6566	W	E	Con	Ros	P 32x6	DP 32x6	Van	33	22	298	89
Guilder 20	17	3650	.....	.....	152	Con 8R	6-3⅝x4½	G&O	Zen	Bos-A	Bos-A	Wil	6-	...	.....	D. B-L	B.-L 31	3	M-E	Cla 501	B	A	Shu 5410	Ros	P 36x5	DP 33x5	Bud	.....	25	.....	.....
Guilder 26	21	.....	.....	.....	180	Con 6B	6-3¾x5	G&O	Zen	Bos-A	Bos-A	Wil	6-	...	.....	. B-L	B-L 31	3	M-E	Wis 4700	R	A	Shu 5410	Ros	P 32x6	DP 32x6	Bud	.....	26	.....	.....
Guilder 35	25	.....	.....	.....	204	Con B	6-3¾x5	G&O	Zer	Bos-A	Bos-A	Wil	6-	...	.....	D. B-L	B-L 51	4	M-E	Wis 67500	R	A	Shu 5550B	Ros	P 32x6	P 34x7	Bud	.....	.....	.....	.....
Guilder 36	25	6000	.....	.....	204	Bud Bus	6-4x5½	G&O	Zen	L-N	L-N	Wil	12-	45	5.0	D. B-L	B-L 51	4	M-E	Wis 13200K	R	A	Shu 610B	Ros	S 36x6	DS 36x6	Bud	36	26	312	92
Hahn K	27	4900	8400	....	198	Con 6B	6-3¾x5	Chi	Sch	Bos-A	Del	Wil	12-220	..	5.0	D. B-L	B-L	4	Spi	Wis 6730	R	A	Sbe D484	Ros	S 32x6	DS 32x6	Bud	.....	27	Opt	Opt
Hahn L	35	6800	10300	....	245	Con 14H	6-4½x5¾	Chi	Sch	Bos-A	N-E	Wil	12-220	...	5.0	D. B-L	B-L 60	4	Spi	Tim 6530	R	A	Sbe D445	Ros	S 38x7	DS 38x7	Bud	.....	28	Opt	Opt
Hahn O	20	4700	7500	....	144	Her OX	4-4x5	Chi	Str	Bos-A	L-N	Wil	6-110	...	7.0	D. B-L	B-L	3	Spi	Wis 6736	R	A	Wis 11A	Ros	S 32x6	S 32x6	Bud	.....	25	Opt	Opt
Int. Harvester SLC-34	16	.....	.....	...	160	Lyc CT	4-3¾x5	Lon	Zen	Rem	Rem	Pol	6-100	...	.....	P. Lon	Own	3	M.M.	Eat	B	A	Eat	CAS	P 30x5	P 30x5	Bud	29	24	227	.....
Int. Harvester SLC-36	16	.....	.....	..	160	Lyc 4SG	6-3½x4½	Lon	Zen	Rem	Rem	Pol	6-100	...	.....	P. Lon	Own	3	M.M.	Eat	B	A	Eat	CAS	P 30x5	P 30x5	Bud	29	24	227	.....
Kissel	21	.....	7725	2400	182	Own CB6	6-3 1/16x5½	Fed	Sch	Rem	Rem	Wil	6-240	45	.....	P. B&B	W-G	3	Spi	Tim 5620H	B	E	Tim 2341H	Ros	P 32x6	P 34x7	Bud	.....	24	248	.....
Larrabee XH4	25	6890	10000	3000	220	Con 6B	6-3¾x5	Fed	Zen	L-N	L-N	Exi	12-240	35	5.0	D. B-L	B-L 55	4	Spi	Tim	W	A	Tim	Ros	P 36x6	DP 36x6	Bud	37	25	262	94
Larrabee XH31	21	5600	9000	3400	190	Con 6B	6-3¾x5	Fed	Zen	Bos-A	Bos-A	Exi	6-240	45	5.0	D. B-L	B-L 51	4	Spi	Wis 67300	R	A	Shu 5550	Ros	P 32x6	DP 32x6	Bud	37	25	220	84
Liberty 150	29	.....	.....	.....	232	Wau 6AL	6-4½x5 3/4	.....	Str	B-Ros	DJ	Exi	.....	...	.....	. Non	Non	...	Pet	Eat	...	...	Eat	Ros	P36x8.25	P 36x8.25	...	...	...	...	...
Mack AB City Type	25	.....	.....	.....	196	Own AB	4-4½x6	Own	Str	Spl	N-E‡	Exi	12-120	...	.....	D. Own	Own AB	4	Spi	Own AB	R	B	Own AB	Own	P 32x6	DP 32x6	Bud	37½	28	311	88
Mack AB City Type	29	.....	.....	.....	225¼	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-120	...	.....	D. Own	Own AB	4	Spi	Own AB	R	B	Own AB	Own	P 34x7	DP 34x7	Bud	32	26	340½	88
Mack AB Par. Car	25	.....	.....	.....	230½	Own AB	4-4¼x5	Own	Str	Spl	N-E‡	Exi	12-120	...	.....	D. Own	Own AB	4	Spi	Own AB	R	B	Own AB	Own	P 36x6	DP 36x6	Bud	34½	27	333⅓	90
Mack AB (gas-elec.)	25	8385	11655	3270	196	Own AB	4-4¼x5	Own	Str	Spl	N-E	Exi	12-120	...	.....	. Non	Non	...	Spi	Own AB	R	B	Own AB	Own	P 34x7	DP34x7	Bud	29	25	311	88
Mack AB (gas-elec.)	29	8545	12425	3880	225	Own AB	4-4¼x5	Own	Str	Spl	N-E	Exi	12-120	...	.....	. Non	Non	...	Spi	Own AB	R	B	Own AB	Own	P 34x7	DP34x7	Bud	32	26	340½	88
Mack AB City Type	29	.....	.....	.....	233	Own AL	6-4¼x5	Own	Str	Spl	N-E	Exi	12-120	...	.....	P. Own	Own AL	4	Spi	Own AL	R	B	Own AL	Own	P 34x7	DP34x7	Bud	34	.....	.....	.....
Mack AL Par. Car	25	.....	.....	.....	233	Own AL	6-4¼x5	Own	Str	Spl	N-E	Exi	12-120	...	.....	P. Own	Own AL	4	Spi	Own AL	R	B	Own AL	Own	P 34x7	DP34x7	Bud	34	.....	.....	.....
Mack AL (gas-elec.)	29	.....	.....	.....	233	Own AL	6-4¼x5	Own	Str	Spl	N-E	Exi	12-120	...	.....	. Non	Non	...	Spi	Own AL	R	B	Own AL	Own	P 34x7	DP34x7	Bud	34	.....	.....	.....
Menominee T	16	4290	7500	3200	176	Wis Y	6-3¾x5	Own	Zen	Rem	Rem	Wil	6-153	38	.....	D. Det	Cot AAU	3	Spi	Wis	R	A	Shu	Ros	P 32x6	DP 32x6	Bud	28	23½	.....	.....
Menominee T	25	6020	9100	3200	195	Wis H	6-4x5	Own	Zen	Eis	.....	Wil	12-153	32	6.0	D. Det	Cot RU	4	Spi	Wis	R	A	Shu	Ros	P 36x6	DP 36x6	Bud	30	26	256	86
Moreland RC	16	3850	5850	2000	180°	Her OBX	4-4x5	Own	Zen	Spl	A-L	Hob	6-140	25	.....	D. B-L	B-L 30	3	Pet	Tim 5512	W	A	Tim 1250	Ros	S 32x6	S 32x6	Own	.....	23¼	.....	.....
Moreland EC	20	4590	7590	3000	178	Con K4	4-4½x5¼	Own	Sch	Spl	Spl	Hob	6-140	25	.....	D. B-L	B-L 51	4	Pet	Tim 6410	W	A	Tim 1550	Ros	P 34x5	DP 34x5	Bud	.....	24½	.....	.....
Moreland AC	25	5660	9160	3500	187	Con L4	4-4½x5½	Own	Sch	Spl	Spl	Hob	6-140	25	.....	D. B-L	B-L 51	4	Pet	Tim 6516	W	A	Tim 1550	Ros	P 36x6	DP 36x6	Bud	.....	25½	.....	.....
Pierce-Arrow Z	25	6100	9100	3000	196	Own	6-4x5½	Own	Own	De	Del	Wil	12-132	50	3.0	. Own	Own	4	Spi	Own	W	B	Own	Own	P 36x6	DP 36x6	Bud	37½	28	282	89⅛
Pierce-Arrow Z	30	6200	9700	3500	220	Own	6-4x5½	Own	Own	Del	Del	Wil	12-132	50	3.0	. Own	Own	4	Spi	Own	W	B	Own	Own	P 36x6	DP 36x6	Bud	40	28	303	89⅛
Rehberger B2	25	6800	10300	3500	204	Bud BUS	6-4x5½	Bus	Zen	Eis	L-N	Wil	12-132	40	7.0	D. B-L	B-L 55	4	Spi	Tim 6570D	W	A	Shu 5550B	Ros	P 36x6	DP36x6	Bud	33	30	294	90
Rehberger B3	25	7000	10500	3500	204	Bud BUS	6-4x5½	Bus	Zen	Eis	L-N	Wil	12-132	40	7.0	D. B-L	B-L 55	4	Spi	Tim 6571D	W	A	Shu 610B	Ros	P 36x6	DP36x6	Bud	27	28	294	90
Reo W Sedan	16	3700	7250	3500	176	Own	6-3 1/16x5	Own	Sch	N-E	N-E	Wil	6-240	40	7.0	D. Own	Own	3	Pet	Own	S	A	Own	Own	P 32x6	P 34x7	Bud	31	28½	278	84
Reo W Pav-Enter	21	4200	7175	3500	176	Own	6-3 1/16x5	Own	Sch	N-E	N-E	Wil	6-240	40	7.0	D. Own	Own	3	Pet	Own	S	A	Own	Own	P 32x6	DP 32x6	Bud	31	26½	264	83½
Reo W Inter City	21	4200	7625	3500	176	Own	6-3 1/16x5	Own	Sch	N-E	N-E	Wil	6-240	40	7.0	D. Own	Own	3	Pet	Own	S	A	Own	Own	P 32x6	DP 32x6	Bud	31	28½	276¼	86
Reo W Chair Coach	21	4200	7725	3500	176	Own	6-3 1/16x5	Own	Sch	N-E	N-E	Wil	6-240	40	7.0	D. Own	Own	3	Pet	Own	S	A	Own	Own	P 32x6	DP 32x6	Bud	31	28½	280	88½
Republic 81	15	.....	.....	2000	185°	Lyc	4-4x5	Own	Str	Bos-A	Bos-A	USL	6-156	35	.....	. Ful	Ful	3	U-M	Eat	I	B	Eat	Jac	P 34x7	P 34x7	Van	.....	21	270½	67¼
Royal D	25	6900	.....	3400	220	Wis Z	6-4½x5	.....	Zen	Eis	L-N	Exi	12-287	...	.....	D. B-L	B-L	4	Pet	Tim 6522	W	....	Tim 1660	Ros	P 36x6	P 36x6	Bud	.....	25	316	96
Royal E	29	7100	.....	3600	220	Wis Z	6-4½x5	.....	Zen	Eis	L-N	Exi	12-287	...	.....	D. B-L	B-L	4	Pet	Tim 6523	W	....	Tim 1660	Ros	P 36x6	DP 36x6	Bud	.....	25	353	96
Ruggles 60	19	4900	6300	....	180	Lyc	6-3⅝x5	Per	Zen	Rem	Rem	Wil	6-177	45	5.5	D. B-L	B-L 35	4	U-M	Wis 460	S	A	Col 5200	Jac	P 30x5	DP 30x5	Bud	28	24	272	90
Ruggles 65	25	5900	.....	.....	200	Wis	6-3⅝x5	Per	Zen	Rem	Rem	Wil	6-177	45	.....	D. B-L	B-L 55	4	U-M	Wis 67300	S	...	Shu 5550B	Jac	P 32x6	DP 32x6	Bud	30	24	287	90
Ruggles 70	29	7600	.....	.....	236	Wis	6-4x5	Per	Zen	Rem	Rem	Wil	6-177	45	5.5	D. B-L	B-L 60	4	U-M	Wis 1340K	R	A	Shu 610B	Jac	P 34x7	DP 34x7	Bud	35	24	343	90
Safeway 6 Wh'l'r 64	29	8970	.....	.....	224	Con 12T	6-4¼x5¼	U.S.	Str	Eis	N-E	Wil	12-154	30	.....	. B-L	B-L	4	Spi	Tim 6422D	W	A	Sbe D445	Ros	B 38x9	B 38x9	Bud	35	.....	339	88⅛
Safeway 6 Wh'l'r 63	29	9215	.....	.....	255	Con 12T	6-4¼x8¼	U.S.	Str	Eis	N-E	Wil	12-154	35	.....	. B-L	B-L	4	Spi	Tim 6422D	W	A	Sbe D445	Ros	B 38x9	B 38x9	Bud	37½	22½	353	88⅛
Safeway 6 Wh'l'r 55	29	9380	.....	.....	255	Con 14H	6-4½x5¾	U.S.	Str	Eis	N-E	Wil	12-154	35	.....	. B-L	B-L	3	Spi	Tim 6422D	W	A	Tim 1660C3	Ros	S 38x9	S 36x8	Bud	36	28½	374	92⅛
Safeway 6 Wh'l'r 66	63	10000	.....	.....	234	Con 14H	6-4½x5¾	U.S.	Str	Eis	N-E	Wil	12-283	20	.....	B-L	B-L	3	Spi	Tim 6423W	W	A	Tim 1660A1	Ros	S 36x8	DP 36x6	Bud	33	28	291⅛	84
Schacht N	21	7800	.....	4000	205°	Bud BUS	6-4x5⅛	Own	Zen	L-N	L-N	Exi	12-175	50	.....	D. B-L	Ful	8	Spi	Wis 1250K	R	....	Own	Ros	P 32x6	DP 36x6	Bud	33	28	291⅛	84
Selden Pacemaker	18	3650	.....	2000	184°	Con 8R	6-3⅝x4½	Own	Str	N-E	N-E	Wil	12-153	50	5.0	D. B-L	B-L 31	3	Blo	Cla 501	B	...	Shu	Ros	S 32x6	S 32x6	Van	.....	24	Opt	Opt
Selden Roadmaster	21	5200	.....	3000	210°	Con 6B	6-3⅝x5	Own	Str	N-E	N-E	Wil	12-150	50	5.0	B-L	B-L 51	4	Blo	Cla 720	...	....	Tim	Ros	S 32x6	S 36x8	Van	.....	24	.....	.....
Sterling GB2	29	6100	.....	.....	198	Own CU	4-4¼x5¾	Own	Zen	Eis	Bos-A	Gou	.....	...	.....	D. B-L	B-L 50	4	Spi	Tim	W	....	Tim	Ros	P 36x6	DP 36x6	Bud	.....	.....	287	.....
Sterling GB4	29	6200	.....	.....	198	Own DU	4-4½x6¼	Own	Zen	Eis	Bos-A	Gou	.....	...	.....	D. B-L	B-L 55	4	Spi	Tim	W	....	Tim	Ros	P 36x6	DP 36x6	Bud	.....	.....	287	.....
Sterling GB6	29	6800	.....	.....	223	Own 6Q	6-4x5¾	Own	Zen	Eis	Bos-A	Gou	.....	...	.....	D. B-L	B-L 55	4	Spi	Tim	W	....	Tim	Ros	P 36x6	DP 36x6	Bud	.....	.....	318	.....
Stewart N	29	6000	9400	3400	220	Con	6-4½x5¼	G&O	Zen	Rem	Rem	USL	12-150	50	5.1	D.	.....	4	Spi	Tim	W	A	Shu	Ros	P 34x7	DP 34x7	Bud	.....	.....	.....	.....
Studebaker N158	15	3585	.....	.....	158	Own	6-3½x5	McC	B.B.	Rem	Rem	Wil	6-155	...	.....	P. Own	Own	3	Spi	Own	S	E	Own	Own	B 34x7.3	P 34x7	Bud	30½	.....	.....	.....
Studebaker A184	20	3760	.....	.....	184	Own	6-3⅞x5	McC	B.B.	Rem	Rem	Wil	6-155	...	.....	P. Own	Own	3	Spi	Own	S	E	Own	Own	B 34x7.3	P 34x7	Bud	33½	.....	.....	.....
Studebaker D184	21	4085	.....	.....	184	Own	6-3⅞x5	McC	B.B.	Rem	Rem	Wil	6-155	...	.....	P. Own	Own	3	Spi	Own	S	E	Own	Own	P 32x6	P 32x6	Bud	33½	.....	.....	.....
Twin City DW	25	7500	11500	4100	210	Own TW	4-4¾x6	Mod	Zen	Bos-A	L-N	Wil	12-153	35	6.0	D. Ful	Ful HU16	4	Spi	Tim 6518B2	W	A	Tim 1560B2	Ros	P 36x6	DP 36x6	Bud	36	22	310	90
Union GW	29	6500	10000	3500	241°	Wis Z6	6-4½x5	Lon	Zen	Bos-A	Bos-A	Pol	6-190	35	5.0	. Ful	Ful	4	Blo	Wis 675	R	A	Shu 610B	Jac	P 32x6	DP 32x6	Bud	30	26	343	90
Union EC	21	4500	7000	2500	198°	Wis H	6-4x5	Lon	Zen	Bos-A	Bos-A	Pol	6-190	40	5.0	. Ful	Ful	4	Blo	Wis 460	R	A	Shu 5550B	Jac	P 34x7	DP 34x7	Bud	28	26	280	87
Victor 80B	35	8000	.....	.....	221	Con 14H	6-4½x5¾	.....	Zen	Eis	A-L	Wil	6-180	40	4.3	D. Ful	Ful HU23	4	U-M	Wis 1305K	R	B	Shu 610B	Ros	P 36x6	DP 38x7	Ind	39½	23	Opt	Opt
Ward La France 3B	25	6300	9700	3400	196	Wau DU	4-4½x6¼	Bus	Str	Bos-R	Bos-R	Wil	12-132	35	.....	D. B-L	B-L 55	4	Spi	Tum	W	A	Sbe	Ros	P 36x6	DP 36x6	Bud	36	28	304	75½
White 50B	29	6665	.....	.....	230°	Own GRB	4-4¼x5¾	Own	Zen	.....	L-N	Opt	12-132	...	.....	P. Own	Own 50B	4	Spi	Own 50B	W	A	Own 50B	Own	P 34x7	DP 34x7	Bud	.....	27½	331	84
White 53	21	6000	.....	.....	180	Own GRB	4-4¼x5¾	Own	Zen	.....	L-N	Opt	12-132	...	.....	P. Own	Own 53	4	Spi	Own	B	B	Own	Own	B34x7.5	B 34x7.5	Bud	30½	26	281¼	84½
Wilcox M	.....	.....	.....	.....	226¼	Con 14H	6-4½x5¾	Own	Zen	Bos-R	Del	Exi	12	50	4.1	D.	B-L 55	4	Spi	Tim 6522	W	B	Tim 1560	Ros	P 36x6	DP 36x6	Bud	.....	26	360	96
Wilcox GW	29	.....	.....	.....	240	Wau	6-4½x5¾	Own	Zen	Bos-R	Del	Exi	12-	...	.....	D.	B-L 55	4	Spi	Tim 6522	W	B	Tim 1560	Ros	P 38x7	DP38x7	Bud	.....	26	360	96
Yellow Coach Z	21	4800	8300	3500	210	Yell	6-3½x4½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	S	E	Tim	Ros	B 32x6	DB32x6	Bud	29	23⅛	260	90
Yellow Coach X	17	4800	9550	4750	210	Yell	6-3½x4½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D.Lon	B. L.	4	Spi	Tim	S	E	Tim	Ros	B 32x6	DB32x6	Bud	29	23⅛	291	84
Yellow Coach Y	29	6460	12500	6040	225	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	S	E	Tim	Ros	B 38x8¼	DP38x8¼	Bud	31½	25⅛	344	90
Yellow Coach Z	29	6650	11170	4520	200	Yell	4-4x6	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	W	A	Tim	Ros	P 36x6	DP36x6	Bud	36	26⅛	291	90
Yellow Coach Z	29	6650	11170	4520	200	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	W	A	Tim	Ros	P 36x6	DP36x6	Bud	36	26⅛	291	90
Yellow Coach Z	67	7515	13885	6370	200	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	W	A	Tim	Ros	S 34x6	DS34x6	Bud	36	25⅞	338	94
Yellow Coach Z	33	7380	12210	4830	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	D. Lon	B-L	4	Spi	Tim	W	E	Tim	Ros	P 38x7	DP38x7	Bud	.....	.....	.....	.....
Yellow Coach Z, Gas Elec.	33	9145	14110	4965	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	Non	Non	....	Spi	Tim	W	A	Tim	Ros	P 38x7	DP38x7	Bud	.....	25	341	92½
Yellow Coach Z, Gas Elec.	66	10350	17350	7000	230	Yell	6-4¼x5½	Lon	Zen	N-E	N-E	Ves	12-100	...	.....	Non	Non	....	Spi	Tim	W	A	Tim	Ros	S 34x6	DS34x6	Bud	.....	23½	364	94

KEY OF ABBREVIATIONS

Wheelbase:

°—More than one wheelbase furnished.

Tires:

B—Balloon.
P—Pneumatics standard equipment.
S—Solids.
DP—Dual pneumatics standard equipment.
DS—Dual solids.
‡ This sign after tire size indicates that pneumatics can be furnished at extra cost.

Engine:

Bud—Buda Co., Harvey, Ill.
Con—Continental M. Corp., Detroit, Mich.
D—Head and Side.
Dod—Dodge Brothers Co., Detroit, Mich.
FP—Full Pressure to all bearings including wrist pins.
H—Overhead.
HaS—Hall-Scott Motor Car Co., Berkeley, Cal.
Her—Hercules Motors Corp., Canton, Ohio.
Hin—Hinkley Motors & Parts Corp., Jackson, Mich.
I—In Head.
Jackson—Master Motor Truck Mfg. Co., Chicago, Ill.
Kni—Yellow Sleeve Valve Eng. Works, East Moline, Ill.
L—L-Head.
Lyc—Lycoming M. Corp., Williamsport, Pa.
PC—Pressure to all crankshaft and connecting-rod bearings.
PS—Pressure with splash.
SP—Circulating splash.
T—T-Head.
Wau—Waukesha M. Co., Waukesha, Wis.
Wis—Wisconsin M. Mfg. Co., Milwaukee, Wis.
Yell—Yellow Sleeve V. E. Works, E. Moline, Ill.
X—Sleeve.

Governor:

Han—Handy Gov. Co., Detroit, Mich.
Hin—Hinkley Motors & Parts Corp., Jackson, Mich.
K. P.—K. P. Products Co., New York, N. Y.
McC—E. R. Klemm, Chicago, Ill.
Mon—Monarch Gov. Co., Detroit, Mich.
Non—Not Supplied.
Pha—Pharo Mfg. Co., Bethlehem, Pa.
Pie—Pierce Governor Co., Anderson, Ind.
Sim—Eisemann Magneto Corp., New York.
Wau—Waukesha M. Co., Waukesha, Wis.

Radiator:

Bus—Bush Mfg. Co., Hartford, Conn.
Chi—Chicago Mfg. Co., Chicago, Ill.
Fed—Fedders Mfg. Co., Buffalo, N. Y.
G&O—G. & O. Mfg. Co., New Haven, Conn.
Har—Harrison Rad. Corp., Lockport, N. Y.
Lon—Long Mfg. Co., Detroit, Mich.
McC—McCord Rad. & Mfg. Co., Detroit, Mich.
McK—McKinnon Dash Co., Buffalo, N. Y.
Mod—Modine Mfg. Co., Racine, Wis.
Per—Racine Radiator Co., Racine, Wis.
R-T—Rome-Turney Rad. Co., Rome, N. Y.
Tyr—Tyree Auto Rad. Mfg. Co., Chicago, Ill.
U. S.—U. S. Cartridge Co., Lowell, Mass.

Fuel System:

B.B.—Penberthy Injector Co., Detroit, Mich.
Car—Carter Carburetor Co., St. Louis, Mo.
G—Gravity.
Mar—Marvel Carburetor Co., Flint, Mich.
P—Pressure.
Sch—Wheeler Schebler Carburetor Co., Indianapolis, Ind.
Ste—Detroit Lubricator Co., Detroit, Mich.
Str—Stromberg Motor Devices Co., Chicago, Ill.
Til—Tillotson Mfg. Co., Toledo, Ohio.
V—Vacuum.
Zen—Zenith-Detroit Corp., Detroit, Mich.

Electrical Systems:

‡—Generator & Starter at Extra Cost.
†—Starter not supplied, Generator at Extra Cost.
•—Starter at Extra Cost.
A-L—Electric Auto-Lite Corp., Toledo, O.
Apo—Apolo Magneto Corp., Kingston, N. Y.
Bos-A—American Bosch Magneto Co., Springfield, Mass.
Bos-R—Robert Bosch Magneto Co., New York, N. Y.
Con—Connecticut Telephone & Electric Co., Meriden, Conn.
Del—Delco-Remy Corp., Dayton, Ohio.
DJ—DeJohn Elec. Corp., Toledo, Ohio.
Dyn—Owen Dyneto Corp., Syracuse, N. Y.
Eis—Eisemann Magneto Corp., New York.
Exi—Electric S. B. Co., Phila., Pa.
G&D—Gray & Davis, Boston, Mass.
Gou—Gould S. B. Co., New York.
Hob—Hobbs Battery Co., Los Angeles, Cal.
L-N—Leece-Neville Co., Cleveland, Ohio.
N-E—North East Elect. Co., Rochester, N. Y.
Non—Not Supplied.
Pol—Prest-O-Lite Co., Indianapolis, Ind.
Rem—Delco-Remy Corp., Anderson, Ind.
Sci—Scintilla Magneto Co., Sidney, N. Y.
Spl—Splitdorf Electrical Co., Newark, N. J.
USL—U. S. Light & Heat Corp., Niagara Falls, N. Y.
Ves—Vesta Battery Corp., Chicago, Ill.
Wes—Westinghouse Elec. & Mfg. Co., Springfield, Mass.
Wil—Willard S. B. Co., Cleveland, Ohio.

Clutch and Gearset:

•—Other ratios optional.
A—Amidships.
B & B—Borg & Beck Co., Chicago, Ill.
B-L—Brown-Lipe Gear Co., Syracuse, N. Y.
Cot—Cotta Trans. Corp., Rockford, Ill.
Cov—Covert Gear Co., Lockport, N. Y.
Det—A. J. Detlaff Co., Detroit, Mich.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Brothers Co., Detroit, Mich.
D—Disk.
Dur—Durston Gear Corp., Syracuse, N. Y.
Ful—Fuller & Sons Mfg. Co., Kalamazoo, Mich.
H-S—Hele-Shaw, Merchant & Evans Co., Philadelphia, Pa.
J—Unit with Jackshaft.
K—Cone.
Lon—Long Mfg. Co., Detroit, Mich.
M. M.—Mechanics Mach. Co., Rockford, Ill.
Mun—Muncie Gear Works, Muncie, Ind.
O—Disk in Oil.
P—Plate.
R—Rear Axle.
Roc—Rockford Drilling Machine Co., Rockford, Ill.
S—Separate Unit.
U—Unit with Engine.
W-G—Warner Gear Co., Muncie, Ind.
Yell—Yellow Sleeve V. E. Works, E. Moline, Ill.

Universal:

B.G.—Universal Machine Co., Bowling Green, Ohio.
Blo—Blood-Bros. Mach. Co., Allegan, Mich.
Har—Spicer Mfg. Co., S. Plainfield, N. J.
M-E—Merchant & Evans Co., Phila., Pa.
M. M.—Mechanics Machine Co., Rockford, Ill.
Pet—Cleveland Universal Parts Co., Cleveland, Ohio.
Pic—Pick Mfg. Co., West Bend, Wis.
Spi—Spicer Mfg. Co., S. Plainfield, N. J.
The—Thermoid Rubber Co., Trenton, N. J.
Thei—Almetal Universal Joint Co., Cleveland, Ohio.
U-M—Universal Machine Co., Bowling Green, Ohio.
U-P—Universal Products Co., Detroit, Mich.

Front and Real Axles:

½—Semi-Floating.
¾—Three-Quarter Floating.
B—Straight Bevel.
Cla—Clark Equip. Co., Buchanan, Mich.
Col—Columbia Axle Co., Cleveland, Ohio.
Con—Continental Axle Co., Edgerton, Wis.
C—Chain.
D—Dead.
Eat—Eaton Axle Co., Cleveland, Ohio.
F—Floating.
I—Internal Gear.
P—Spur Gear.
R—Double Reduction.
S—Spiral Bevel.
Sal—Salisbury Axle Co., Jamestown, N. Y.
She—Sheldon Axle & Spring Co., Wilkes-Barre, Pa.
Shu—Shuler Axle Co., Inc., Louisville, Ky.
Std—Standard Parts Co., Cleveland, Ohio.
Tim—Timken Det. Axle Co., Detroit, Mich.
Tor—Eaton Axle & Spring Co., Cleveland, Ohio.
Wal—Walker Axle Co., Chicago, Ill.
W—Worm.
Wis—Wisconsin Parts Co., Oshkosh, Wis.

Brake:

A—Rear Wheels only.
B—Drive Shaft and Rear Wheels.
C—6 Wheel Brakes.
D—Jackshaft and Rear Wheels.
E—4 Wheel Brakes.

Springs:

Bea—Eaton Spring Corp., Detroit, Mich. & Massillon, O.
Cha—Champion Auto Sp. Co., St. Louis, Mo.
Del—D. Delany & Son, Newark, N. J.
Det—Detroit Steel Prod. Co., Detroit, Mich.
Har—Harvey Sp. & Forging Co., Racine, Wis.
I. C.—Iron City Sp. Co., Pittsburgh, Pa.
Lah—Laher Auto Spring Co., Portland, Ore.
Lig—Liggett Sp. & Axle Co., Monongahela, Pa.
Mar—Maremont Mfg. Co., Chicago, Ill.
Mat—Mather Spring Co., Toledo, Ohio.
Mer—E. R. Merrill Spring Co., New York.
Pen—Penn Sp. Works, Baldwinsville, N. Y.
Per—Eaton Bum. & Sp. Co., Cleveland, O.
Row—William & Harvey Rowland, Phila., Pa.
Sav—New Era Spring & Specialty Co., Grand Rapids, Mich.
She—Sheldon Axle & Sp. Co., Wilkes-Barre, Pa.
S. P.—Spring Perch Co., Stratford, Conn.
S. S.—Standard Steel Sp. Co.,Coraopolis, Pa.
Tem—Temme Spring Corp., Chicago, Ill.
Tut—Tuthill Sp. Co., Chicago, Ill.
U. S.—United States Sp. Co., Los Angeles, Cal.

Steering Gear:

CAS—C. A. S. Products Co., Columbus, O.
D-G—Detroit Gear & Machine Co., Detroit, Mich.
Dod—Dodge Bros. Co., Detroit, Mich.
Gem—Gemmer Mfg. Co., Detroit, Mich.
Han—Hannum Mfg. Co., Milwaukee, Wis.
Jac—Saginaw Products Co., Saginaw, Mich.
Lav—Hannum Mfg. Co., Milwaukee, Wis.
Ros—Ross Gear & Tool Co., Lafayette, Ind.
Woh—Wohlrab Gear Co., Racine, Wis.

Wheels:

Arc—Archibald Wheel Co., Lawrence, Mass.
A-W—Auto Wheel Co., Lansing, Mich.
Bet—Bethlehem Steel Co., Bethlehem, Pa.
Bim—Bimel Spoke & Auto Wheel Co., Portland, Ind.
Bud—Budd Wheel Co., Phila., Pa.
Cla—Clark Equip. Co., Buchanan, Mich.
Day—The Dayton Steel Foundry Co., Dayton, Ohio.
Dis—Motor Wheel Corp., Lansing, Mich.
Hay—Hayes Wheel Co., Jackson, Mich.
Hoo—Hoopes, Bro. & Darlington, Inc., West Chester, Pa.
Ind—Indestructible Wheel Co., Lebanon, Ind.
Int—Interstate Foundry Co., Chicago, Ill.
Jon—Phineas, Jones & Co., Hillside, N. J.
Kel—Kelsey Wheel Co., Detroit, Mich.
Mot—Motor Wheel Corp., Lansing, Mich.
Mun—Muncie Wheel Co., Muncie, Ind.
Pru—Prudden Wheel Co., Lansing, Mich.
Roy—Royer Wheel Co., Aurora, Ind.
Sch—St. Marys Wheel & Spoke Co., St. Marys, Ohio.
Smi—Smith Wheel, Inc., Syracuse, N. Y.
StM—St. Marys Wheel Co., St. Marys, O.
Std—Standard Wheel Co., Terre Haute, Ind.
Van—Van Wheel Corp., Oneida, N. Y.
Van Metal Wheel Div., Erie Malleable Iron Co., Erie, Pa.

Rim Equipment:

Cle—Cleveland Welding & Mfg. Co. of the Hydraulic Steel Co., Cleveland, Ohio.
Fir—Firestone Steel Prod. Co., Akron, O.
Gdy—Goodwear Tire & Rub. Co., Akron, O.
Hay—Hayes Wheel Co., Jackson, Mich.
Jax—Jaxon Steel Prod. Co., Jackson, Mich.
Kel—Kelsey Wheel Co., Detroit, Mich.
Non—None Supplied.

Electric Commercial Cars

Name and Model Number	Total Weight Resting on Four Tires	Chassis Weight—Exclusive of Battery	Minimum Load Capacity	Maximum Load Capacity	Chassis Price	Maximum Speed	Location of Battery	Mileage Per Charge	Motor	Controller	Speeds Forward	Drive	Rear Axle	Spring	Front Tires	Rear Tires	Steering Gear	Wheelbase	Per Cent of Weight on Rear Wheels
Autocar E 1F	10000	3650	.....	.....	2400	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x4	S 34x5	Ros	107	60
Autocar E 2D	15000	4300	.....	.....	2800	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x5	S 34x6	Ros	120	60
Autocar E 3H	18000	4900	.....	.....	3200	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x5	S 36x8	Ros	131	60
Autocar E 4Y	26000	6800	.....	.....	4000	.....	A	.....	G-E	G-E	5	R	Own	Row	S 34x6	D836x6	Ros	138	60
Autocar E 5M	30000	7200	.....	.....	4300	.....	A	.....	G-E	G-E	5	R	Own	Row	S 36x7	D836x7	Ros	138	60
C-T-H1	5600	2400	.....	.....	.....	14	A	55	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	108	67
C-T F-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	94	67
C-T H-1.5	6600	2800	.....	.....	.....	14	A	60	G-E	Own	4	Own	F	She	S 36x3½	S 36x4	W	116	67
C-T F-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	96	67
C-T H-2	8000	3100	.....	.....	.....	14	A	50	G-E	Own	4	Own	F	She	S 36x3½	S 36x5	W	124	67
C-T F-4	11950	4200	.....	.....	.....	12	A	50	G-E	Own	4	Own	F	She	S 36x4	D836x4	W	116	67
C-T A-7	17700	5800	.....	.....	.....	11	A	45	G-E	Own	4	I	D	She	S 36x6	D836x4	W	122	58
C-T F-7	17500	6000	.....	.....	.....	11	A	45	G-E	Own	4	Own	F	She	S 36x5	D836x5	W	136	67
C-T A-10	22250	6500	.....	.....	.....	10	A	45	G-E	Own	4	I	D	She	S 36x7	D836x5	W	132	58
C-T F-10	22750	7000	.....	.....	.....	10	A	45	G-E	Own	4	Own	F	She	S 36x6	D836x6	W	152	67
C-TF-14	28850	8000	.....	.....	.....	8	A	45	G-E	Own	4	Own	F	She	S 36x7	D836x7	W	152	67
Electruck 48	8700	3600	.....	.....	.....	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x5	Ros	112	60
Electruck 39	10400	4200	.....	.....	.....	15	A	50	G-E	G-E	4	C	Own	Eat	S 34x4	S 34x6	Gem	122	60
Electruck 27	32000	12200	.....	.....	.....	12	A	50	G-E	Own	5	C	Own	Eat	S 36x7	S 40x14	Gem	168	76
O.B-B	.....	.....	.....	.....	.....	13	.....	.....	G-E	Own	.....	C	D	.....	S 36x4	D836x3½	Own	197	.....
O.B-C	.....	.....	.....	.....	.....	11	.....	.....	G-E	Own	.....	C	D	.....	S 36x5	D836x4	Own	135	.....
O. B-D	.....	.....	.....	.....	.....	10	.....	.....	G-E	Own	.....	C	D	.....	S 36x6	D836x5	Own	143	.....
Steinmetz 15	6800	2200	1000	2250	1800	18	H&S	60	Own	Own	4	R	Own	Lig	P 32x4½	P 32x4½	Lav	114	55
Walker 10	.....	2400	.....	.....	.....	14	H&S	50	G-E	Own	4	.....	Cla	Mat	S 32x3½	S 32x4	Ros	106	66
Walker 18	.....	3000	.....	.....	.....	14	A	50	Wes	Own	5	Own	Own	Mat	S 34x3	S 36x4	Ros	94	66
Walker 24	.....	3200	.....	.....	.....	13	A	50	Wes	Own	5	Own	Own	Mat	S 34x3½	S 36x5	Ros	101	66
Walker 42	.....	4200	.....	.....	.....	13	A	50	Wes	Own	5	Own	Own	Mat	S 36x4	S 36x6	Ros	114	66
Walker 60	.....	6500	.....	.....	.....	11	A	40	G-E	Own	5	Own	Own	Mat	S 36x5	D840x5	Ros	131	66
Walker 70	.....	7200	.....	.....	.....	10	A	40	G-E	Own	5	Own	Own	Mat	S 36x6	D840x6	Ros	141	66
Ward A211	4650	1800	600	1150	.....	15	S	75	G-E	Own	4	W	She	She	S 32x3	S 32x3½	Own	88	56
Ward B-222	6000	2300	1020	1700	.....	14	S	84	G-E	Own	4	W	She	She	S 32x3½	S 32x4	Own	91	62
Ward C-211	8000	2670	2170	2880	.....	13	S	65	G-E	Own	4	W	She	She	S 32x3½	S 34x5	Own	96	64
Ward E-211	12000	3570	4290	5430	.....	12½	S	56½	G-E	Own	4	W	She	She	S 34x4	S 36x6	Own	108	65
Ward G-211	16000	4500	6180	7760	.....	11	S	44	G-E	Own	5	W	She	She	S 36x5	S 36x8	Own	120	68
Ward J-211	22500	6630	9500	11200	.....	10	S	39½	G-E	Own	5	W	She	She	S 36x6	S 36x10	Own	136	70
Ward M-211	30000	8430	13780	15920	.....	9	S	36	G-E	Own	5	W	She	She	S 36x7	DS36x7	Own	152	71

NOTE: Battery Equipment on all above makes is at the option of the purchaser. Battery Location Abbreviations: A-amidships; H-under hood; and S-under seat

Management, Circulation, Etc. Statement of Ownership,

Required by Act of Congress of August 24, 1912

OF COMMERCIAL CAR JOURNAL published monthly at Philadelphia, Pa., for October 1st, 1926.

State of Pennsylvania,
County of Philadelphia, ss:

Before me a Notary Public in and for the state and county aforesaid, personally appeared A. W. Brownell, who, having been duly sworn according to law, deposes and says that he is the Business Manager of the COMMERCIAL CAR JOURNAL, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication, for the date shown in the above caption, required by the Act of August 24, 1912, embodied in section 443, Postal Laws and Regulations printed on the reverse of this form to wit:

1. That the names and addresses of the publisher, editor, managing editor and business manager are:
   Publisher, CHILTON CLASS JOURNAL COMPANY, Chestnut and 56th Sts., Philadelphia, Pa.
   Editor, Albert G. Metz, South Ardmore, Pa.
   Directing Editor, Julian Chase, Tarrytown, N. Y.
   Business Manager, A. W. Brownell, Merion, Pa.
2. That the owners are:
   United Publishers Corporation, 239 W. 39th St., New York City.
   Stockholders United Publishers Corp.:
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3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: None.
4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company, but also, in cases where the stockholders or security holder appear upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, is given: also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders, who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and that this affiant has no reason to believe that any other person, association or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

A. W. BROWNELL,
Business Manager.

Sworn and subscribed before me this 27th day of September, 1926.

(Seal) Arthur L. Homer.

(My commission expires March 6th, 1927.)

Long-Distance Moving Business Fertile Sales Field

(*Continued from page 9*)

could close the transaction by telegraph. The result in lower hauling cost to the householder and better profit to the warehouse man is apparent.

Kennelly declares that long distance moving by motor van is still in its infancy, the growth of it being dependent, as he says, upon the continued construction of more and wider paved roads, and an increased demand for such service. He also believes that motor transportation should be under just as rigid interstate control as railroads since they are competing for each others business.

But what the future of the motor transportation will be Kennelly refuses to hazard a guess. The outlook, it seems, is too promising to predict.

Water Cooling Capacities

(*Capacities*

This Table Will Be Found of Value in Determining the Amount of

NAME	½	¾	1	1¼	1½	2	2½	3	3½	4	4½	5	7
Acme 1924			22		24	22		36			36		
Acme 1925			24		24	24		36			36		
Acme 1926				24	28		28 & 34		28 & 41			35	
American La France 1924-25							32		44 5			48	48
American La France 1926							34		46			48	48
Armleder 1924-25-26					29		37	37		42			
Atterbury 1924-25					24		28		34			44	
Atterbury 1926			16		18	22	28		34			44	
Autocar 1924-25-26						18	24 5	25				26	
Bethlehem 1924			22			36		36					
Bethlehem 1925-26			22			36	36		36				
Biederman 1924-25-26			22		22	22	28		28			36	
Brockway 1924-25-26				22	22	22		26		30		48	52
Casco 1924-25-26			24			24							
Chevrolet 1924-25-26	9 75		9 75										
Clinton 1926				38	38	38		40		48		48	50
Clydesdale 1926			34	30	30	34	38	38 & 44	44 & 50			50	
Coleman 1926							48					56	
Commerce 1924					16	16	24						
Commerce 1925			12		16	16	24						
Commerce 1926			12		16	16	24	26	32				
Concord 1924-25			20		20		20						
Concord 1926			20			20		20					
Day Elder 1924					18	19	23	24		33		37	
Day Elder 1925-26					18	18	23	24		33		37	
Diamond T 1924			24	24	24		24		34			38 5	
Diamond T 1925			28	28	28		30		34			38 5	
Diamond T 1926			24 & 28		26		32		37			37	
Dixon 1926						32		35				36	
Dodge Brothers 1924-25-26		11											
Dorris 1924-25-26						20			20				
Double Drive 1924-25-26								38					
Duplex 1924-25			15		20	20	20	20	32				
Duplex 1926			28		28	36		36	36				
Fageol 1924						42		44		56			
Fageol 1925					32	42		44		56			
Fageol 1926					28	32	32	44 & 26		44 & 56			
Federal 1924		18	20		18	20	20		28	28		32	
Federal 1925		20	20	20	20	20	24		28	28			
Federal 1926			20	20	20	20	24		28	28		33	33
Fisher 1925					20								
Fisher 1926			10		26								
Ford 1924-25-26			12 5										
Four Wheel Drive 1924-25-26								42					
Front Drive 1924-25-26					27								
Garford 1924-25-26			16		25		35			44		44	44
G. M. C. 1924			20 5			30			40			40	
G. M. C. 1925-26			18		18		29		32			32	
Gotfredson 1924-25			18		18	$30\frac{1}{2}$	$30\frac{1}{2}$	$38\frac{1}{2}$		59		63	
Gotfredson 1926			18		18	$30\frac{1}{2}$ & 37	$30\frac{1}{2}$ & 37	$38\frac{1}{2}$ & 54		59 & 82		63 & 82	
Graham Brothers 1924-25-26			11		11	11							
Gramm & Kincaid 1925					28 & 30	28 & 30	28 & 30	47		47			
Gramm 1926			28 & 30	28 & 30	28 & 30	28 & 30	28 & 30	48		48		48	
Gramm Bernstein 1924-25				19	24 5	24 5	24 5	38		38		42	
Gramm Bernstein 1926				19	19		26		38			38	
Grass Premier 1924-25-26			24		24	26	32		32				
Hahn 1924-25-26			24	24	28	28	36	36		40		60	
Harvey 1924-25						46	46		56				
Harvey 1926							46		56				
Hug 1924-25-26						15	15		35				
Indiana 1924-25			25		27	26 5	26 5		28	36		37	
Indiana 1926			25		27	28		36		38		38	
International Harvester 1924-25		19	20	20	39	39		43			43	43	
International Harvester 1926		19	23	23	39	39		43			43	43	

BUS CHASSIS

MAKE	QTS
Acme 116	34
Acme 121	41
American La France 4R	40
Brockway EB	$18\frac{1}{2}$
Brockway EB-4	22
Brockway H	28
Brockway JI	32
Brockway J-11	33
Clinton 65-B	47
Clinton 65-BS	52
Commerce 60 and 65	30
Concord Bus	25
Dorris M-6	24
Dorris L-6	28
Fageol (4-cyl.)	26
Fageol (6-cyl.)	30
Fageol Double Deck (6-cyl.)	44
Fifth Avenue A, L, 2-L, SL and J	68
Garford CB	32

MAKE	QTS.
Garford KB	24
Graham Bros. YB	11
Gramm	40
Hahn O	32
Hahn K	40
Hahn L	48
International Harvester SL	23
Kissel	28
Larrabee XH	29
Mack AB	25
Moreland RC	16
Moreland EC	21
Moreland AC	29
Moreland DD	40
Pierce-Arrow Z	40
Rehberger B-2 and B-3	41
Reo W	22
Republic 81	22

MAKE	QTS.
Royal D and E	20
Safeway 6-Wheeler 64	38
Safeway 6-Wheeler 66	44
Schacht	64
Selden Pacemaker	16
Selden Roadmaster	17
Sterling GB-2	30
Sterling GB-6	42
Stewart 25-pas	33
Stewart 18-pas	22
Studebaker N-158, A-184 and D-184	22
Twin City DW	42
Victor 80-B	60
Ward La France 3-B	36
White 50-B	25
White 53	28
Yellow Z	41
Yellow Y	$43\frac{1}{2}$
Yellow X	32

# of Current Truck Models

Given in Quarts)

Anti-Freeze Solution Necessary for Cooling Systems for Winter Operation

NAME	½	¾	1	1¼	1½	2	2½	3	3½	4	4½	5	7
Kearns 1924-25-26			16		20	30	36		48			48	
Kelly Springfield 1924-25					28		28		52			52	
Kissel 1924-25-26			30		30	28	30			32		32	
Kleiber 1924-25-26			36			44	48		60				
Lange 1924					28		34		34				
Lange 1925					28		34	36	34				
Lange 1926				18	28		34	36	34				
Larrabee Deyo 1924				20	21 & 29				36 & 60				
Larrabee Deyo 1925		14		20	21 & 29				60				
Larrabee Deyo 1926			14		20		30		36			60	
Lehigh 1926						32 & 34							
Luedinghaus 1926			16		16		18		28			28	
Maccar 1924				26		28	28			32		38	
Maccar 1925				26		28				32		38	
Maccar 1926				26		28	28			32		38	
Mack 1924-25-26					25	25	25		62			62	62
Nash 1924-25-26					20		20						
National 1924-25-26					20	20		32					
Oshkosh 1926						30	30	36				42	
Patriot 1924			22			30		37					
Patriot 1925				22		30		37				44	
Patriot 1926				22	30	30		37					
Pierce-Arrow 1924-25-26						38	38	38	50	50	50	50	50
Rehberger 1924-25-26						28		44		44		65	
Reo 1924				14									
Reo 1925				14		19							
Reo 1926				14		22							
Republic 1924				22	24	24		26		28			
Republic 1925				18		22		26		30			
Republic 1926				22	22	24 & 27		26 & 27			33	36	
Ruggles 1924		16		28	28	28	28						
Ruggles 1925			18	30	30	30	30						
Ruggles 1926				25	30	30	30	30					
Rumely 1924-25-24					24								
Sanford 1924			17		17		30		32			32	
Sanford 1925-26			17		17	26	26		32			32	
Schacht 1924-25			24		24	24	40	40	40	40		42	
Schacht 1926			26		26	26	42	42	42	42		42	
Selden 1924-25-26				16		28	28	32	32	44		48	
Service 1924-25-26			16		24		34		48			48	
Standard 1924-25				18	18		26		31			36	
Standard 1926							32		42			42	42
Steinkoenig 1926					18		18						
Sterling 1924-25-26					30	30	30	30	42	42	42	42	42
Stewart 1924			22	21	22		26	26	28	28			
Stewart 1925			22	22	23	23	26		28				
Stewart 1926		12 5	20.5	20	20 & 22	20 & 22	36			36			
Traylor 1924-25-26					16			28				40	
Twin City 1926							40		40				
United 1924-25-26		18	25	25	25	25	25		36			36	
United States 1924-25				20	22	22		32		40		40	60
United States 1926				20	22 & 28	22		32		40		40	60
Victor 1925-26				30	30	30	30		30	32		32	
Ward La France 1924							36		48			48	
Ward La France 1925							36		36			48	48
Ward La France 1926						34	36		37			48	48
White 1924		19				19			30			30	
White 1925		19				19	27		30			30	
White 1926		19				19	25		30			30	
Yellow Cab 1926		16	19.72										

HOW TO USE THIS TABLE

Addition of denatured alcohol to the water of the cooling system is the most commonly employed method of preparing anti-freeze solutions. The amount of alcohol to be added to the cooling system, of course, depends upon the temperature conditions under which the vehicle is to be operated. The proportion of alcohol varies in direct ratio with temperature conditions. If protection against freezing is desired in regions where the temperature will not drop below zero, Fahrenheit, but thirty per cent of the volume need be alcohol. For example a cooling system having a total capacity of 20 quarts, will consist of 14 quarts of water and 6 quarts of alcohol. Thirty per cent of 20 is 6. This 6 represents the alcohol contents.

For operation in temperature of 30 degrees above zero, but 2 per cent of the volume need be alcohol; 20 degrees, 13 per cent; 10 degrees, 22½ per cent; zero, 30 per cent; 10 degrees below zero, 37 per cent; 20 degrees below, 43 per cent; 30 degrees below, 48½ per cent; and 40 degrees below 56 per cent.

When using other kinds of anti-freeze solutions or compounds the required percentages can be ascertained from accompanying directions and accurately proportioned according to this table.

Four Makes Exhibited at Electric Show

At the Nineteenth Annual Electrical Exposition which opened at the Grand Central Palace this week, four manufacturers of electric trucks had a joint exhibit, each maker being represented by a single chassis. The Commercial Truck Co., of Philadelphia, showed a 7½-ton truck chassis with two motors built into the rear axle. O. B. Electric Truck, Inc., of New York, also showed a 7½-ton truck with a single motor mounted on the chassis directly in front of the rear axle, which drives by enclosed chain to a countershaft, whence the drive is taken to the rear wheels by the regular side chains.

The Walker Vehicle Co., of Chicago, exhibited a 1-ton truck chassis with the Walker motor built into the rear axle, and the Ward Motor Vehicle Co., of Mount Vernon, N. Y., showed a 1-ton chassis having a single motor with its axis parallel with the axis of the chassis, which drives to the rear axle by propeller shaft and overhead worm drive. The first three vehicles mentioned have an underslung battery compartment, while in the Ward truck the battery is intended to be mounted on top of the frame.

There have been a number of changes in the electric truck industry during the past year and the industry is noticeably contracting. The Electruck Corp., which was backed by Walter Ward, was taken over by the Commercial Truck Co. some months ago, while the Kelland Motor Co., of Newark, N. J., was taken over by the Walker Vehicle Co. The Autocar Co. abandoned the manufacture of electric trucks in the course of the year.

Two makes of industrial electric trucks were shown by a New York dealer, the Baker-Raulang made in Cleveland, and the Wight-Hibbard made in Phelps, N. Y.

Two manufacturers of storage batteries had exhibits at the show, the Electric Storage Battery Co., of Philadelphia and the Edison Storage Battery Co., of Orange, N. J. Electric Storage Battery exhibited its Exide batteries for automobile equipment and other purposes. While Edison never made starting batteries it is now supplying batteries for use on motor vehicles not fitted with a starter, including taxicabs, trucks and buses.

Yellow Truck Takes Over Boston Distributorship

The Yellow Truck & Coach Manufacturing Co., of Chicago, has taken over the wholesale distribution of General Motors trucks and Yellow Truck & Coach Manufacturing Co. products for New England handled until now by the Noyes Motor Truck & Coach Co. The factory officials have also taken over the operation of a Boston retail sales branch.

Harry K. Noyes, who is the Buick distributor in Boston, and for years has had the truck distribution for the territory, suggested some time ago to Vice-President P. L. Emerson, of the General Motors Truck Co., that in view of the fact that various truck companies now were operating direct factory branches in Boston the General Motors people would get its full share of commercial vehicle business if it followed a similar policy. W. H. Moore, who has been very successful in commercial vehicle merchandising at New York, has been brought to Boston as manager of the new branch which is operating in the same building on Commonwealth Avenue used by Noyes.

Springfield Bus Show Received Large Attendance

The attendance of the second annual Motor Bus Show sponsored by the Illinois Motor Transportation Association not only exceeded last year's record but more interest was displayed in the exhibits both by the public and operators. The latest type of parlor car buses, six-cylinder engine chassis, beautiful finishes and modern passenger improvements and comforts stood out conspicuously.

Plans were laid for a still larger bus show to be held in Springfield next April or May. Indiana, Iowa, Illinois, Wisconsin and Missouri will combine their efforts in its successful culmination.

Truck Sales Increase in the Northwest

There has been a steadily increasing sale of motor trucks of all types throughout the Pacific Northwest during the past few years and they are showing gains each month. Various kinds of construction work and building in particular has caused heavy vehicles to be in demand. Light truck sales are growing because merchants are generally extending their delivery territory, declares Elmer A. Johnson, branch manager at Seattle for the Federal Motor Truck Corporation.

Frank R. Fageol Resigns

Frank R. Fageol, designer of the Fageol Safety coach, resigned as vice-president and director of the American Car & Foundry Motors Co. on November 1.

According to local reports, Fageol declares he is not actively associated with the California company bearing his name, which company remained independent after the Ohio Fageol concern was absorbed in the Car & Foundry, Brill and Hall Scott Motor combination of last January.

Dodge Shows Increase of 78%

Total shipments of Graham Brothers trucks and motor coaches from all factories during the first nine months of 1926 totaled 29,336 units, a gain of 12,896 or 78.4% over the total for the same months of 1925.

Selden Working on Expansion Program

The Selden Truck Corp. just announced a new program calling for expansion of its sales and service organization and the introduction of new models.

A. S. More, former president and receiver of the company, and William C. Barry, vice-president, have resigned from the organization which is now headed by H. E. Zimmerman, of New York, prominent textile manufacturer. Powerful financial interests are said to be in back of the reorganized company including Dillon, Read & Company and the Chase National Bank of New York. The new regime took over the plant Oct. 12 and is still in the embryo stage so far as completion of personnel and plans for the future are concerned.

It is understood, however, that the new organization plans to invade the foreign market with a specially designed light truck and in addition plans to build up a nation-wide sales and service organization. The Pacemaker and Roadmaster models, which were brought out during the past two or three years, have met with such success in the nearby territory that officials of the corporation believe they can compete successfully in all sections of the country. The success of the two latest models, both of which are high speed pneumatic tired trucks of 1 to 2-ton capacity, has convinced officers of the company that a more complete line of trucks of these types up to two or three tons capacity would meet with success.

With respect to the invasion of the European markets it is understood that an entirely new type of truck, embodying the European ideas of economy of original cost, operation and maintenance together with extreme light weight, will be produced here for export. It is also possible that this truck may be offered to the American public.

Street and Highway Safety

(Continued from page 24)

been made regarding blinding glare and additional improvement could be made. A uniform law enforcement was needed.

5. **Driving fatigue.** Improvements had been made that would lessen this.

This committee stated that nearly all manufacturers of automobiles had signified that much study was being given to each of the five points. Special recommendation was made calling for law enforcement in reference to headlights, brakes and driver's vision.

Another Conference Coming

It appears evident that before many months have passed there will be a call for the Third Conference on Street and Highway Safety in order that the momentum gained may be preserved and additional impetus given along the lines that experience has then shown are most needed.

How to Maintain Westinghouse Air Springs

WESTINGHOUSE Air Springs are of standard design throughout the range of four sizes. Diameter is the basis of size. Midway and Highway models are 3 in. diameter, Stage 3½ in. and Transit 4 in.

Maintenance of Westinghouse Air Springs requires attention to three important points. First, level of oil inside spring. Second, adjustment of air pressure. Third, lubrication.

Periodic inspection of oil level insures proper lubrication of internal parts and that cup washers are oil-sealed. This inspection should be made every month.

To test oil level release air pressure and unscrew air valve housing and measure with a rod inserted through hole in dome. The oil level should be about 1½ in. from top on all models. See Fig. 1. Oils recommended, by factory, for Transit and Stage models are "Thuban Compound" for summer and "Gulf Universal Gas Engine" for winter use. "Universal Gas Engine" may be used all seasons in Midway and Highway models.

Air pressure is determined by riding position of the spring connector relative to the lower part of the casing, **not by air pressure gage.** On Transit models of recent production arrows are stamped on connector and skirt and lining up the arrows gives adjustment of air pressure.

Correct riding position for Stage model is 2½ in. measured at D, fig. 2. Highway model distance is ¾ in. and Transit 1¾ in. On type shown in fig. 3, used chiefly on GX Fageol buses, 1¾ in. should be allowed. The model shown in fig. 4 is used on Mack AB buses and trucks with rubber insulators and 3 in. is correct allowance for this type.

Lubrication

Routine lubrication is required at one point, the side oil hole for lower bearing. Once a month the oil plug should be removed and light lubricating oil injected. The plug must be screwed down tight when replaced, otherwise the effectiveness of the rebound chamber will be impaired.

Remedy for Air Leakage

Air leakage or insufficient oil are indicated when a spring gradually settles or will not maintain its riding position. Air leakage can occur only through the air valve or the rubber gasket. Replacement of air valve or gasket will correct this trouble.

Abnormal loss of oil from the upper air chamber can be corrected by use of heavier oil. If this will not stop the trouble the unit should be repaired or replaced.

Ample service facilities for repair of Westinghouse Air Springs are available at the factory at New Haven, Conn., and at branches and service stations in the principal cities.

Lozone Anti-Freeze Solution

An anti-freeze solution which replaces water in the radiator, rather than being added to it, is manufactured by Corace Laboratories, 29 S. La Salle St., Chicago, under the title "Lozone."

Claims made for Lozone are that it will not freeze at 50 degrees below zero and has a boiling point of 220 degrees, that is not inflammable and will not injure metals or rubber or painted, lacquered or varnished surfaces.

The new cooling medium is sold in drums, to be sold in bulk to users.

Ames Crankshaft Gage

An outside reading type of dial gage for measuring crankshafts, piston pins and other parts of circular cross section is made by B. C. Ames, Waltham, Mass. The gage indicates variations in thousandths of an inch. Graduations are carried on the thimble and knurled handle so that dimensions can be read off directly in inches and thousandths.

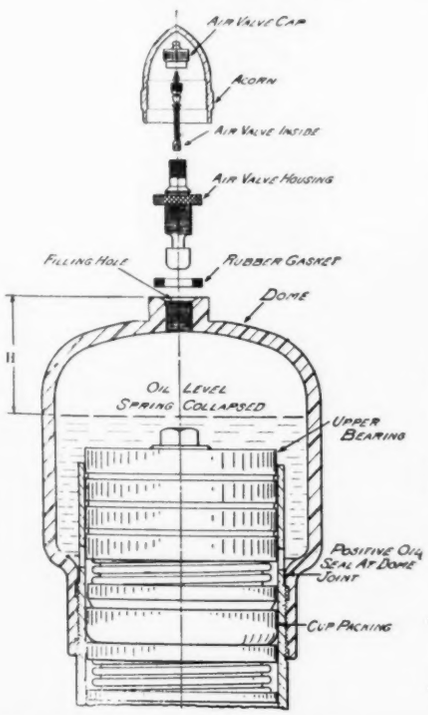


Fig. 1—Showing correct oil level and disassembled head parts

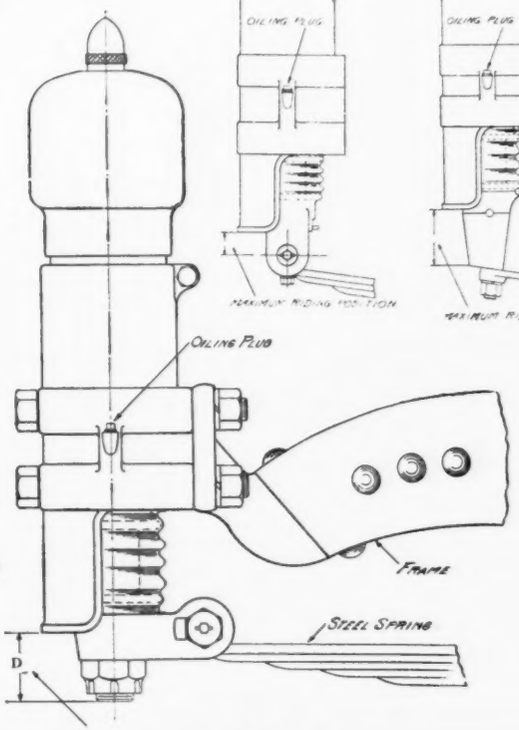


Fig. 2—Showing where to measure for riding position on the Stage Model

Fig. 3—Model for GX Fageols, Allowance 1¾ in.

Left—Fig. 4—Model for AB Mack. Correct position is three inches

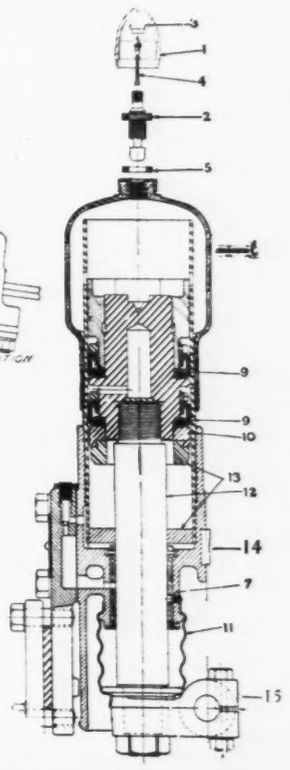


Fig. 5—Sectional view showing construction of a Westinghouse Air Spring

How Would You Sell a Fleet to This Man?

(*Continued from page 10*)

nice looking jobs that will attract business and his maintenance worries will be forgotten for a time.

During the next two or three years his maintenance costs will be at least cut in two, and he will have a standard of reliability that he never before realized. Operating costs will be reduced—his oil consumption will, in comparison, be hardly recognizable. He will attract a better class of driver, and his vehicles will be taken better care of.

At the end of the first twelve months he will have some accurate data on which to build a reliable cost system and records, and even during that period he will be able to estimate sufficiently accurately to establish proper rates for his service. Sound competitive rates cannot be established with very old equipment whose maintenance cost depends on the amount of good material and parts that can be dug out of scrapped chassis of the same make.

But apart from all these things, the trend of this particular business has been such that much greater efficiency could be secured by the employment of tractor-trailer equipment. Further, the state laws have cut down the total weight per wheel, which reduces his economic load to a point where he must increase his rates or suffer a loss. In attempting to avoid this issue, the operator is spending hard-earned money trying to put another pair of wheels under each truck.

What a complicated and unsatisfactory process in comparison with making a clean sweep of the fleet, and introducing the added efficiency that trailers afford. Surely the first step in combatting the weight difficulty would be to investigate the possibilities of semi-trailers, with a smaller number of power units.

The history of this case undoubtedly parallels the experience of many operators who have been in business a number of years or who have taken over old equipment, and the points raised should therefore be worthy of close consideration. Too often the operator gets too close to his own business to see the defects that are so obvious to the disinterested onlooker.

How Shall I Distribute My Advertising Appropriation?

(*Continued from page 8*)

week to week. Otherwise, people forget so quickly that they don't remember from one week to another what I say in my ads and inside of six months, if I stayed out of the newspapers, they'd forget that I ever did advertise.

"In other words, the remembrance of newspaper advertising does not linger with the average reader.

"But the life of some other forms of advertising is longer, I find, and so I feel that it is the best sort of business for me to spend some of my advertising appropriation on these mediums.

"For instance, one of the best bits of advertising I ever used—judging from the comments I got on it and from the calls I received—was a business card on the back of which I had some data about the yearly output from the soil of this county. I got these figures from the local county agricultural agent and made them as concise and as informative as possible.

"When I went to call on a prospect I presented him with one of these cards and called his attention to the back of the card. This got the prospect's attention at once and made it possible for me to lead, after a few friendly words, into a snappy selling talk. Also, I told the prospects that though I didn't have any extra cards with me to spare, they could get extra cards by calling at my salesroom. This brought many of them in, familiarized them with my salesroom and helped greatly in making sales.

"Yes, I want some money to put into good advertising stunts of that character from time to time and that's why I don't spend all my advertising appropriation in the newspapers."

Said another dealer who has built up a fine volume of business in a comparative short length of time:

"The one thing I try to avoid in my advertising is the proposition of getting into a rut.

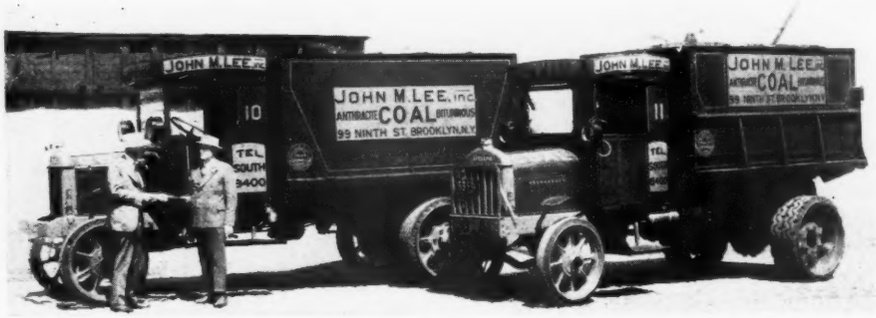
"You know, it is the easiest thing in the world for the commercial car dealer to allow himself to get into a rut when it comes to using publicity. It is so easy to simply insert the excellent ads sent him by the manufacturer and let his publicity go at that. When he does this he may get in the habit of never doing any constructive worthwhile thinking about publicity at all and that isn't good business for him, because the general public is apt to decide upon the alertness and up-to-dateness of a dealer by the sort of publicity he puts out.

"So I make a practice of spending some of my advertising appropriation on special propositions from time to time—propositions that aren't in the least freakish or anything like that, but which are of the kind that make folks sit up and take notice.

"For instance, I stage more special demonstrations of various kinds than the average dealer and I charge up the cost of these demonstrations to advertising because I feel that's exactly what they are in the final analysis—just plain, splendidly effective advertising.

"Also, I always specially decorate my place of business for the anniversary of my advent into business in this city and for other special events from time to time. This always helps to liven up the place and pep up the staff. And, of course, I take out the cost of these decorations from my advertising appropriation.

"All this helps to keep my publicity from getting into a rut and so helps to mark my establishment as a live wire institution. All of which means a lot in building business."



Two presidents with one thought—"Service"

Louis W. Griswald, President, United Line Service Corporation, delivering to Wm. L. Biber, President, Official Truck Service Corporation, Brooklyn, N. Y., the first two trucks of a fleet of twenty-five. W. L. Biber having been awarded a contract for the exclusive delivery of coal sold by John N. Lee, Inc., over a long period of years formed the Official Truck Corporation to provide this service. The fleet is designed especially for coal service and will consist entirely of units of the same size.

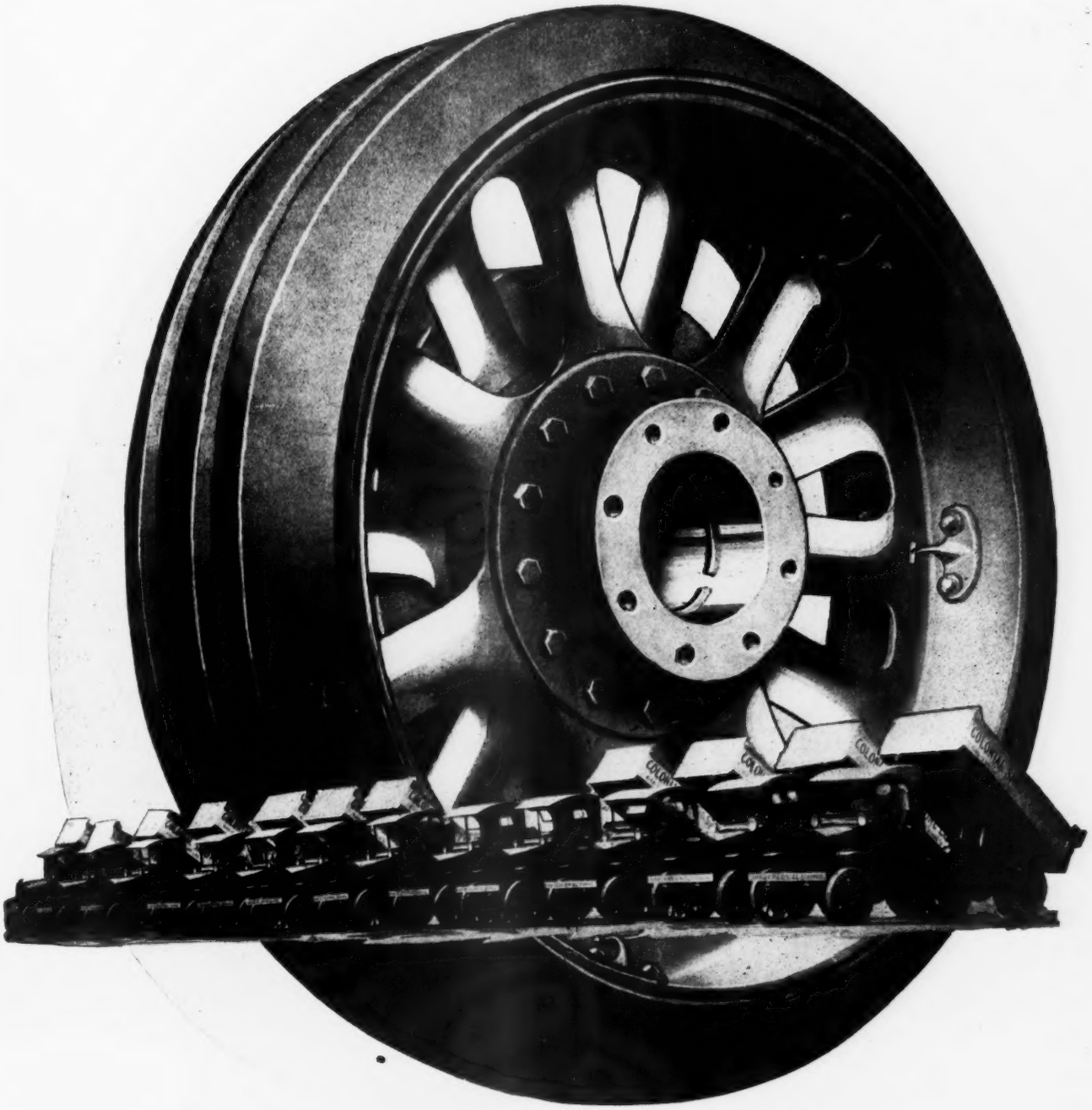
What Truck Salesmen Should Remember

(*Continued from page 12*)

transportation than was previously available, with the matter of economy a secondary factor?

In the actual selling of the prospect Mr. Maynard suggests that the problem is very much the same as that of selling trucks. The difference he considers lies largely in the preparation for the sale rather than in the actual selling. If the salesman is to live up to the "man" part of the selling, he certainly must use considerable care in studying conditions, determining which are facts and which are mere suppositions. From these he must outline a type of service which will be best suited to the requirements of the community and at the same time offer the purchaser a chance to display the same type of salesmanship in selling his product—bus rides—to his public.

BETHLEHEM
Rolled Steel Truck Wheels
for strength and resiliency—



BETHLEHEM STEEL COMPANY, General Offices: BETHLEHEM, PA.

District Offices in Boston, New York, Philadelphia, Baltimore, Washington, Atlanta, Pittsburgh, Buffalo, Cleveland, Detroit, Chicago, Cincinnati, St. Louis, Seattle, San Francisco, Los Angeles, Portland

BETHLEHEM

The House That Service Built

(*Continued from page 11*)

to obtain. Any device that will save time and labor is put in so that labor charges are cut to a minimum.

The equipment comprises axle and engine stands, reboring machine, main bearing line reamer, babbitting machine, air compressor with half-inch lines throughout the building, power grinders, electric drills, cleaning vat, radiator testing tank, sets of reamers, dial gages and micrometers, and several hundred dollars' worth of hones, taps, dies, drills and other sundries; all told $20,000 is invested in machinery and tools.

Four floors, 100 x 125 feet, are devoted to Ford service. A total staff of 85 men is employed, including the contact men.

At night there are always 3 contact men and 5 mechanics on duty. **Repeat business makes profits.**

Several newspapers, bottling companies and industrial concerns hand their entire commercial vehicle service over to Dempsey's. Over a number of years they have satisfied themselves that service means something to them and they go where they can get it. These are the kind of customers who 'phone when they want a new chassis, and tell the dealer to get one ready. There is no quibbling about the price, and no shopping around with a used vehicle to trade in. They know they will get a square deal, and they know they will have to pay the proper price, and they are satisfied that it is worth it.

Ten years ago Dempsey's was the back half of a delicatessen, with the stock of parts under Dempsey's desk. Today the service department is as big as many a dealer's business because the proprietor went out after repeat business with 100 per cent service as the bait.

Obviously it is not just a question of having the service to give. Maintenance has had to be sold equally with the new vehicles, and intensive drives made at periods when such work will in the ordinary course of things fall off. Costs go up when production goes down and the labor turnover is high. Most of the Dempsey men however have more than five years' service to their credit. That is because their work is regular and they do not have to be laid off until the service manager drums up some more business.

Stated in the simplest terms, the Dempsey system offers repair service that is speedy, reliable, and comparatively cheap while making a reasonable profit for the company. This service is thoroughly advertised and thoroughly sold. The people to whom the service is sold immediately and automatically become hot prospects for new vehicle sales to such an extent that when they do buy, the service looms larger to them than any consideration of price for the new truck. And that is the ideal kind of new commercial vehicle business.

The Oil Pressure Test

(*Continued from page 13*)

clearance, poor contact with the crankshaft, improper grooving, improperly fitted shims, poor fit between rod and cap.

In engines with pressure feed to piston pins there will be a temporary drop of oil line pressure and a marked increase in discharge of oil at the time the hole in the crankshaft registers with the oil pipe or duct in the connecting rod leading to the piston pin. This is a normal condition and should be disregarded in diagnosing the condition of the engine.

Every bearing must show some leakage; its absence in any bearing is an indication of a clogged oil passage to that particular bearing.

The amount of oil dripping indicative of a bearing in good condition cannot be determined exactly nor can any arbitrary standard be set up. Size of engine, standard clearance of bearings, viscosity of oil, standard fitting of shims, type of oil grooving each have an effect on the amount of oil discharge.

Using the same grade of new oil for all oil pressure tests the variation due to difference in viscosity of oils is overcome. A standard can be set up for the amount of oil leakage to be allowed in the test for any bearing. A light oil should be used.

Some mechanics use old oil from the crankcase to make the pressure test, the idea being that conditions will be more nearly like those found in actual operation. Oil leakage will, naturally, be greater with old diluted oil than with new light oil.

In case any bearing shows a steady stream of oil, it should be removed and checked.

A sheet metal drain pan about three inches deep should be used to catch the oil drippings while the test is being made. If this is mounted on legs to raise it just below the throws of the crankshaft more oil will be caught and less spattered about the floor and chassis.

Drilled passages in a crankshaft can be checked by using the tank outfit with reduced pressure. Air pressure is commonly employed for cleaning out these oil passages and the flow of air is used as a rough test of the freedom of flow of oil. An air pressure test will show a passage totally obstructed but **it will not indicate one which is partly stopped up.** By using an oil pressure of 5 lb. and discharging oil into one end of each of the crankshaft oil passages, and discharging at the other, the flow can be checked accurately. If the passage is free the stream of oil will entirely fill the hole in the crankshaft journal.

This form of test is particularly valuable in cases where connecting rod bearings have burned out repeatedly. It often happens when a bearing burns or pounds out that a particle of babbitt metal will be caught in the crankshaft oil passage to one connecting rod bearing. When a new bearing is fitted the presence of this metal is not discovered and a little later on the bearing pounds out again. This condition can be easily detected by removing the connecting rods and watching the discharge from the hole in each crankshaft journal.

After the tank outfit has been rigged up oil pressure tests can be made on all engines in a very short time. One hour is allowed for the test complete in the repair manual of a prominent truck maker. Considering the true picture of condition of main and lower connecting rods which the test gives it is doubtful if any other means will enable a mechanic to learn as much with as little trouble.

21-passenger Gramm parlor car

Comfort, roominess and absence of vibration were stressed in the design of the Gramm bus. According to B. A. Gramm, president of the Gramm Motors, Inc., no motor coach is a success unless it "sells its rides to the public." Re-inforcement of the frame at the front, a 3 in. tubular cross member in the rear of the engine and two stage springs and shock absorbers have been employed in the Gramm bus to give greater riding comfort.

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EVERY TIME SAM SMILES he's unconsciously paying a compliment to the Ross Cam and Lever Steering Gear—for it's Ross that lets him smile. Ross has lightened his labors at the wheel—made his bus as easy to handle as an ordinary car. This gives Sam a disposition that pleases "his public" and creates good will for the company. There's no driver problem where the busses are equipped with Ross. We'd like to tell you more.

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